DOMINION OF CANADA.

PROVINCE OF BRITISH COLUMBIA

INFORMATION

FOR

INTENDING SETTLERS.

PUBLISHED BY THE GOVERNMENT OF CANADA.

WITH A MAP.

OTTAWA:
DEPARTMENT OF AGRICULTURE.

1888.

1883
(93)

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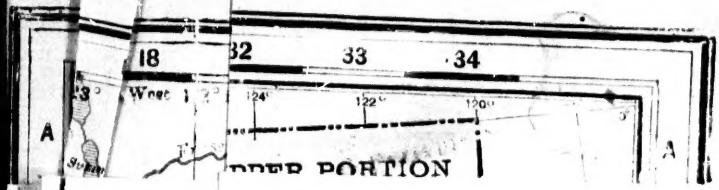
18
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53°
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Chimsain Peninsula
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Union Bar
Port Essington
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Pt. Lambe
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Dundivan Inlet
Hecate Ch.
Cape Swaine
KING'S Chan.
Dean Chan.
Bentinck N. Arm
Bentinck Arm
Burke Chan.
Dean
Salmon
River
Restoration Bay
Pt. John
Walker Pt.
Kliktik
Edmund Pt.
Namu Har.
Koeye
Kwakume Pt.
Goldstream Hr.
Rivers' Inlet
Bird Rock
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Penrose I.
Virgin Rocks
Smith's Inlet
FITZ HUGH SOUND
FRANCOIS LAKE
Chestatta Lake
Tatatawi
Rapids
Kirk R.
Tastazellarocha Lake
Tazella Lake
Noosatsum R.
Bella Coola
316
107
300
10
5,000
P
A
C
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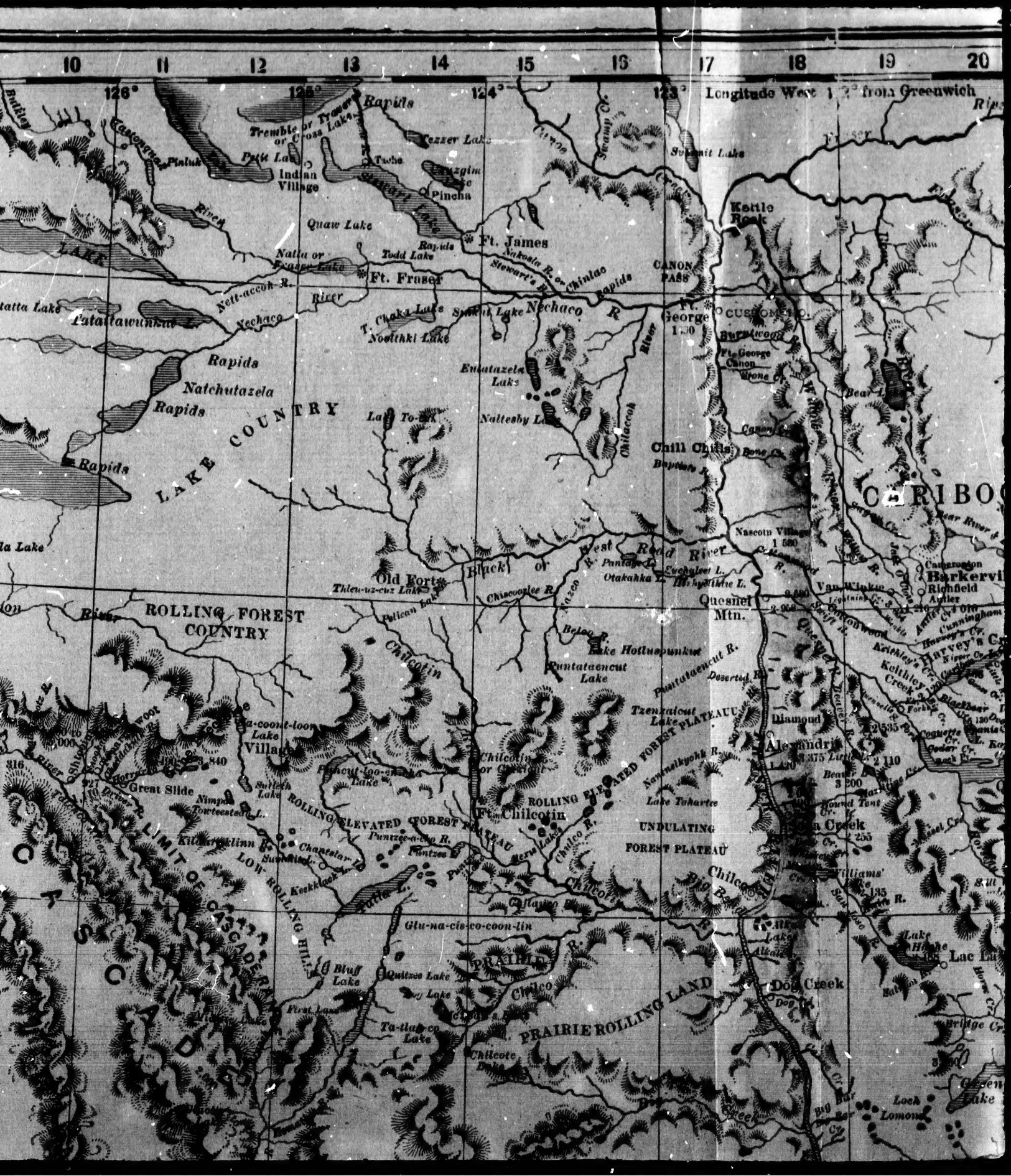
10
11
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19
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126°
125°
124°
123°
Longitude West from Greenwich
Rapids
Tremble or Fraser or Cross Lake
Tezzer Lake
Indian Village
Pinchа
Quaw Lake
Ft. James
Natla or Fraser Lake
Todd Lake
Ft. Fraser
Nakosla R. or Chinlac
Stewart's R.
Rapids
Nett-accoh R.
River
Nechaco R.
Nechaco
Tatatlawinkla Lake
T. Chaka Lake
Noolthki Lake
Summit Lake
Kettle Rock
CANON PASS
Ft. George
Burnswood
Ft. George Canon
Entatazela Lakes
Natchutazela Rapids
LAKE COUNTRY
Naltesby Lake
Chilcoch
Chilli Chilli
Baptiste R.
Bear L.
Nascotu Village
Quesnel Mtn.
Black or West Road River
Old Fort
Thleu-uz-cuz Lake
Chiscoozlee R.
Pantage L.
Otakahka L.
Cameronton
Barkerville
Richfield
Antler
Van Winkle
Harvey's Creek
Kelthley's Creek
ROLLING FOREST COUNTRY
Pelican Lake
Chilcotin River
Beloo R.
Lake Hollunpunkut
Puntataencut Lake
Puntataencut R.
Deserted R.
Tzenzaiout Lake
ROLLING ELEVATED FOREST PLATEAU
Diamond
Alexandria
Naiwaikyohk R.
Lake Tuhartee
Ft. Chilcotin
Chilcotin or Crescent R.
Chilco R.
UNDULATING FOREST PLATEAU
Big Bend
Dog Creek
Williams' Creek
Great Slide
Nimpo
Towteestoo L.
Puntzee-a-coo R.
Puntzee L.
Chanezian R.
Kleekleek L.
Glu-na-cis-co-coon-lin
Bluff Lake
Quitzee Lake
Ta-tlus-co Lake
Chilcote Lake
PRAIRIE R.
PRAIRIE ROLLING LAND
LIMIT OF CASCADES
LOW ROLLING HILLS
Lac La
Lake Homathe
Lock Lomond
Green Lake
Big Bar Creek


18
19
20
21
22
23
24
25
26
27
28
Longitude West from Greenwich
121°
120°
119°
CARIBOO
Fraser River
North Fork
Pork
Keithley Creek
Harvey's Cr.
Quesnel Lake
Quesnel
Barkerville
Richfield
Antler
Cameronton
Pyramids
Falls 60 ft.
Mitchell's L.
Tete Juane Cache
Canoe River
Albreda Lake
Roaring R.
Mitchell's Cr.
Niagara L. & Cr.
Diamond
Alexandria
Soda Creek
Williams' Lake
Lac La Hache
Dog Creek
Mt. Arthur
GRASS
BUNCH
Boat Encampment
Mt. Hooker
Mt. Brown
Mt. Crillon
Sitka
Port Houghton
ALASKA
PACIFIC
ROCKY
MOUNTAINS
Yellow Hd. or Leather Pass
Canoe River
Small R.
Gd. Fork of Fraser R.
Moose River
Bear L.
Lake
Creek
River

UPPER PORTION of BRITISH COLUMBIA
BRITISH COLUMBIA
BLUE MOUNTAINS
OMINECA
CARIBOO
ROCKY MOUNTAINS
NORTH WEST TER
Long. W. from Greenwich
Long. W. from Washington
Port Houghton
Little Canyon
Skoot River
Thutage L.
Kuldo
Indian Village
Landing
Trout L.
McLeod's L.
Ft. James
Francois Lake
Hawkesbury I.
Tazella L.
Old Fort
Barkerville
Richfield
Keithley
Quesnel
Cottonwood
Dunvegan
Tete Jaune Cache
Port Essington
Skeena
Mt. Hooker
Mt. Forbes
Mt. Goodsir
Kicking Horse
Sullivan Pk.
7858
4500
PRINCE OF WALES I.
ADMIRALTY I.
Dixon Entrance
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32
33
34
A
B
C
D
E
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G
H
I
J
51°

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To find any place on the map, draw a straight line from the letters on the side to join a similar line drawn from the numerals on the top.


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Lock Lomond
Big Bar
Clinton
Bonaparte
Cache Creek
Ashcroft
Lillooet
362
Fountain
Bridge
Seton
Anderson L.
Anderson
Duffey Lake
Lytton
Boston Bar
Hope
Chilliwack
Sumas
Matsqui
Ladner's Landing
Granville
New Westminster
Dragon Bar
Mt. Baker
10,700
Skagit
River
Tsawatti
Old Village
Purcell Pt.
Bute Inlet
Oxford Bay
Waddington Har.
Memria R.
Chatham Pt.
Thurlow
Granite Pt.
Menzie's Bay
Duncan Bay
Campbell R.
Victoria Pk.
Crown Mts.
Oyster R.
Alexandra Pk.
Comox
Baynes Sound
Coal Mines
Fanny Bay
Qualicum Bay
Herbert Arm
Bedwell Sound
Kennedy L.
Cameron L.
Stamp Har.
N.W. Bay
Nanaimo
Nanaimo Bay
Nanaimo R.
Departure B.
Texada I.
Sechelt Pen.
Egmont
Patrick Pt.
Malaspina Inlet
Wootton Bay
Princess Inlet
Queen's Reach
Desert Bay
Jervis Inlet
Vancouver Bay
Prince of Wales Reach
Hotham Sound
St. Vincent Bay
San Mateo Bay
Sarita L.
Barclay Sound
National Boundary Line
Chemainus
Maple Bay
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Clinton
Bonaparte River
Lillooet
Ashcroft
Kamloops
Duck & Priugle
Anderson
Spence's Bridge
Lytton
Nicola Lake
Okanagan Mission
C. Mission
Princeton
Hope
Chilliwack
Sumallo R.
Skagit
Baker
Chelan Lake
Ft. Okanagan
Rapids
Osoyoos Lake
Duckien Lake
Vaseux Lake
Chutes Lake
Pilt L.
Whatcom Lake
Coldstream
Long L.
Grass Hills
Bunch Grass
Rolling
Country
Columbia
Seymour
Washington
UNITED STATES


MAP OF
BRITISH COLUMBIA
1883.
Reprinted from the Map of R. T. Williams, Victoria.
SCALE OF STATUTE MILES.
0 5 10 20 30 40 50 60 70 80 90 100
The Burland Litho. Co., Engrs. & Ptrs., Montreal, Canada.
TERRITORY
PURCELL RANGE
Kootenay River
Columbia River
Rapid
Ft. Colville
Kootenay Trading Post
Boundary Line
Flathead River
Mill River
Sheep Cr.
Summit Cr.
Ferry
Upper Kootenay Lake
Lower Columbia Lake
Upper Columbia Lake
Low Valley
Hot Springs
St. Mary's R.
Wigwam R.
N. Kootenay Pass
Tobacco R.
Howdy Pass
South Kootenay
Christina L.
Mt. Shepherd
Moyie R.
Goat R.
Selkirk Range
Rocky Mountains
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K
L
M
N
O
Q
R
S
49°
50°
51°
48°

DOMINION OF CANADA,

PROVINCE OF BRITISH COLUMBIA.

PUBLISHED BY THE GOVERNMENT OF CANADA.

CHAPTER I.—INTRODUCTORY.

GENERAL FEATURES.

The object of this pamphlet is to present in as concise and plain a form as ossible, for the information of intending settlers, the leading features of the rovince of British Columbia, with reference to Position, Harbours, Inland Waters, limate, Resources, Minerals, Agriculture, Fisheries, and other facts of interest to he intending settler, and generally the conditions of settlement.

British Columbia, which entered the Canadian Confederation in 1871, is the ost westerly of the Canadian Provinces. It has a coast line on the Pacific Ocean f about 600 miles, that is, in a straight line. If its almost innumerable indentations nd bays were measured, the coast line would extend to several thousands of miles.

The area of the Province, according to the Census measurement, is 341,305 quare miles. Its position on the American continent is one of great commercial mportance, and its resources are in keeping with its position. If it were to be escribed from the characteristics of its climate, its mineral wealth, and its natural ommercial relations, it might be said to be the Great Britain and California com- ined of the Dominion of Canada.

The Province is divided into two parts, the Islands, of which Vancouver is the rincipal, and the Mainland. Vancouver is about 300 miles long, with an average readth of about sixty miles, containing an area of about 20,000 square miles.

British Columbia has numerous harbours and rivers, some of which are of im- ortance, and all are remarkable for their bountiful, in fact, wonderful, supplies of sh. The scenery which it possesses is magnificently beautiful.

The climate on the coast is more equable and much milder in winter than in ny other part of Canada; but as the mountains are ascended, greater cold prevails, ith more snow, and the characteristics of greater dryness of atmosphere which ark the climate of the interior of the continent are found.

The population of British Columbia, by the Census of 1881, did not exceed ,459, of which 25,661 were Indians. This comparatively sparse population is due the hitherto isolated position of the Province; but now that railway communication tween the Atlantic and Pacific Oceans through the Dominion of Canada, is being pidly pushed forward to completion by a route which offers the easiest gradients, d the most important natural commercial advantages of any possible line across continent of America, the inducements the Province offers to settlers are beginning ttract the attention, as well of the emigrating classes of the Old World, as of the rating classes of this continent; and population is already beginning to flow idly in. It is beyond doubt that the percentage of increase which will be shown the next decennial census, will be a statistical fact to excite men's wonder.

CHAPTER II.—POSITION.

THE FUTURE GREATNESS OF BRITISH COLUMBIA.

It is well for intending settlers in a country where there is as yet comparatively little population, to consider its Position in relation to future developme not only on the American Continent, but on the Globe.

British Columbia, as has been already stated, according to the measurements the Census districts, contains an area of 341,305 square miles; but according to so authorities this area is 350,000. The latter area may be claimed if the waters of Province are included in the measurement. This is a large area; a fact which appear striking if compared with that of some of the great empires and powers Europe. That of England is 50,933 square miles; France, including Corsica, 204,0 and the great German Empire, including the old Kingdom of Prussia, and the Ki doms, Duchies, Principalities, Free Cities, and Provinces, united and annexed, an area of only 208,729 square miles.

A large portion of the vast area of British Columbia is mountainous and suited to agriculture; but these mountains are so rich in mineral deposits that t will, in their turn, render more than ordinarily valuable, those very large areas wh are suitable for farming purposes. The 49th parallel of latitude forms the south boundary, deflected a degree to the south in the Island of Vancouver. The north boundary is the 60th parallel; the western, the Pacific Ocean; and the east generally a line from the 114th degree of west longitude, following the course of Rocky Mountains, and deflecting to the west, until it intersects the 120th degre W. long. which it follows to the 60th parallel.

It is of importance to consider the position of the Province with regard to advantages it affords for the construction of a trans-continental railway. Canadian line, in the first place, passes over that portion of the Continent kn as the "fertile belt," instead of arid or salt plains, not admitting either of culti tion or settlement. And, next, the highest pass through the Rocky Mounta which the Canadian Railway will take, according to the Report of Mr. Fleming the line selected by him, was 3,372 feet above the level of the sea, while the tra continental line through the United States which has its western terminus at Francisco, has to scale an elevation of 7,534 feet. It is understood that the Canad Pacific Railway Company have found a more southern and shorter route, "Kicking Horse Pass," through the Rocky Mountains, than that selected by Fleming. The gradients of this are not in all respects quite so favourable as th of the "Tête Jaune" (Mr. Fleming's pass), but the gain in distance is about 100 mi and the inclination of the gradients is understood to favour the heavy expec traffic of products from the plains, to be carried to the sea-board.

A comparison of profiles of altitudes of three trans-continental railway route the Union Pacific, now completed with San Francisco as terminus; the North Pacific in United States territory, rapidly approaching completion, starting from Dul at the head of Lake Superior; and the Canadian Pacific—shows commanding adv tages in gradients in favour of the last-named. The following interesting and import general statements in this connection, are extracted from Mr. Fleming's report

"Viewing the Canadian Pacific Railway as a 'through' route between ports the Atlantic and Pacific Oceans, the comparative profile of altitudes as above gi illustrates the remarkable engineering advantages which it possesses over the Un Pacific Railway. The lower altitudes to be reached, and the more favourable gradie are not, however, the only advantages.

"A careful examination into the question of distances, shows, beyond dis that the Continent can be spanned by a much shorter line on Canadian soil than the existing railway through the United States.

"The distance from San Francisco to New York, by the Union Pacific Railw is 3,363 miles, while from New Westminster to Montreal it is only 2,730, or miles in favour of the Canadian route.

"By the construction of the Canadian Pacific Railway, even New York, Bos and Portland will be brought from 300 to 500 miles nearer the Pacific coast t they are at present.

"Compared with the Union Pacific Railway, the Canadian line will shorten passage from Liverpool and China, in direct distance, more than 1,000 miles.

"When the remarkable engineering advantages which appear to be obtainable on the Canadian Line, and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian but Imperial interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is worthy of note that the distance from Japan, China or the Atlantic Coast generally to Liverpool is from 1,000 to 1,200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point, Professor Maury, U.S., writes:—"The trade-winds place Vancouver Island on the way side of the road from China and Japan to San Francisco so completely that a trading vessel under canvas to the latter place would take the same route as if she was bound for Vancover's Island—so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver Island and San Francisco, viz., about 700 miles, is independent of and in addition to, the saving of direct distance by the Canadian route given above.

These very important facts of position in relation to distances are very much heightened by the further fact of the possession of important stores of Coal on the Canadian Pacific Coast, and the plains east of the Rocky Mountains. This is put in a striking manner by Sir Charles Dilke, one of the present Ministers of the Crown in England, in his book entitled "Greater Britain." Sir Charles says:—

"The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found, without looking also to the quantity, quality, cheapness of labour and facility of transport. In China and in Borneo there are extensive coal fields, but they lie 'the wrong way' for trade; on the other hand, the California coal at Monte Diabolo, San Diego, and Monterey lies well, but is of bad quality. Tasmania has good coal, but in no great quantity, and the beds nearest the coast are formed of inferior anthracite. The three countries of the Pacific which must for a time at least rise to manufacturing greatness, are Japan, Vancouver Island and New South Wales; but which of these will become wealthiest and most powerful depends mainly on the amount of coal which they respectively possess, so situated as to be cheaply raised. The dearness of labour under which Vancouver suffers will be removed by the opening of the Pacific Railroad; but for the present New South Wales has the cheapest labour, and upon her shores at Newcastle are abundant stores of coal of good quality for manufacturing purposes, although for sea use it burns 'dirtily' and too fast. * * * The future of the Pacific shores is inevitably brilliant, but it is not New Zealand, the centre of the water hemisphere, which will occupy the position that England has taken on the Atlantic, but some country such as Japan or Vancouver, jutting out into the ocean from Asia or from America, as England juts out from Europe."

The preponderance of power which, according to Sir Charles, is to make the great nation of the future on the Pacific coast, seems to be settled by the fact of the coal deposits of British Columbia, of which more particular accounts will be given in another chapter. But it may be well to state in this relation, that according to the evidence of Dr. G. M. Dawson, before a committee of the Canadian Parliament, during its last session, tests made by an officer specially employed by the Government of the United States to ascertain what coal on the western coast gave the best results for steam purposes, showed that to produce a given quantity of steam, 1,800 lbs. Nanaimo (British Columbia) coal, were equal to 2,400 of Seattle (Washington Territory, U. S.) coal, to 2,600 of Coos Bay (Oregon, U. S.) and the same of Monte Diabolo (California) coal. This superiority in quality being established on the unbiased authority of a test made for the U. S. Government, settles the question of preponderance mentioned by the English writer above quoted.

The simple fact of power, however, from the presence of the mineral deposits for making steam, is not the only consideration. The question of distances must also be considered, as well as the trade winds, the great advantages of favourable grades and curves, the short line passing through a rich and well watered agricultural country, instead of hopeless deserts; and these conditions, moreover, are to be further

considered in connection with the system of St. Lawrence navigation on the eastern face of the continent. Such considerations make it apparent that there are here con junctions of commercial forces which are unique in the world; and which must, in the near future, exercise marked influence upon, if they do not command, the trade between the countries bordering on the Atlantic and those on the Pacific Ocean. These are facts which greatly affect the future commerce of the globe.

There is still another fact to be considered in relation to the position of British Columbia, namely, the great English speaking communities so rapidly growing to wealth and power in Australasia. Already a large trade has been built up between America and those enterprising provinces, in which Canada has begun to share, as shown in the recent able reports of Sir R. W. Cameron, the Canadian Commissioner to the two last Australian International Exhibitions. The easiest and most rapid route to reach the Australian Colonies from any part of this continent, is now *vid* San Francisco and the Pacific Ocean. But for Canadians, the facilities will be greatly increased when the Canadian Trans-Continental Railway shall be completed. The petroleum from the immense deposits east of the Rocky Mountains in the Canadian North-West described by Prof. Selwyn and others before a committee of Parliament, will be conveyed to the Pacific seaboard in British Columbia, to supply the demand in the countries on the Pacific. This demand for the petroleum products of America has already attained the proportions of a great commerce.

The mutual wants of the countries which constitute so large a portion of the globe, will, in the near future, find out the advantages of commercial position very briefly indicated in this chapter. The settler in British Columbia may, therefore, fairly set before his mind pleasures of hope sufficient to satisfy the most ardent imagination.

CHAPTER III.—HARBOURS AND INLAND WATERS.

The Province of British Columbia is remarkable for the number of its Harbours and deep indentations of the coast from the Pacific Ocean. Mr. Fleming gives a list of nine large harbours on the mainland, which might serve as a possible terminus for a trans-continental railway, with their distances from Yokohama, Japan (that being taken as a common point), based upon information obtained by him from the Admiralty.

These harbours are in the order of their distances from Yokohama:

Port Essington	3,868 miles.
Triumph Bay, Gardner Inlet	3,983 "
Kamsquot, Dean Inlet	4,079 "
Bella Coola	4,080 "
North Bentinck Arm	4,086 "
English Bay, Burrard Inlet	4,336 "
Port Moody, "	4,356 "
Howe Sound	4,372 "
Waddington Harbor, Bute Inlet	4,470 "

Port Essington, at the mouth of the River Skeena, thus appears to be the nearest harbour to the Asiatic coast, and it is also that to which vessels would require the least towage.

The harbours on Vancouver Island are very numerous. One naval officer reports that on the west coast of Vancouver "nature would seem to have revelled in harbour making." On the south of the Island is the well-known harbour of Esquimalt—three miles by two in extent—with an average depth of six to eight fathoms. It may be entered easily at any time, has excellent anchorage for ships of any size, and is the headquarters of the Imperial Naval force on the Pacific. A very large graving dock is being constructed there.

The Queen Charlotte Islands also contain numerous good harbours, a fact of importance when it is remembered that the valuable coal deposits on those islands include the only anthracite coal yet discovered on the Pacific Coast of the continent of America. Referring to these features, of the coast line of British Columbia, Lord Dufferin said in a speech delivered by him in Victoria in 1876:—

"Such a spectacle as its coast line presents, is not to be paralleled by any country in the world. Day after day for a whole week, in a vessel of nearly 2,000 tons, we threaded an interminable labyrinth of watery lanes and reaches that wound endlessly in and out of a net work of islands, promontories, and peninsulas for thousands of miles, unruffled by the slightest swell from the adjoining ocean, and presenting at every turn an ever shifting combination of rock, verdure, forest, glacier and snow-capped mountain of unrivalled beauty and grandeur. When it is remembered that this wonderful system of navigation, equally well adapted to the largest line of battle ship and the frailest canoe, fringes the entire seaboard of your Province, and communicates at points sometimes more than a hundred miles from the coast, with a multitude of valleys stretching eastward into the interior, while at the same time it is furnished with innumerable harbours on either hand, one is lost in admiration at the facilities for inter-communication which are thus provided for the future inhabitants of this wonderful region."

Rivers.

Of the rivers of British Columbia, the Fraser is the principal, extending with its branches over a large portion of the Province. Ascending from the mouth at Burrard Inlet, the ocean terminus of the Canadian Pacific Railway, the course is nearly due north for about five degrees of latitude, to the bend above Fort George. Its upper waters have close relation with those of the Peace River system; a relation so close that, with slight portages, Sir George Simpson in 1828 made a canoe voyage from York Factory on the Hudson's Bay to the Pacific, starting at the beginning of July and occupying three months in the journey. The feat and the fact are both remarkable, and show the close relation between the vast agricultural resources of the Peace River valley and the Pacific Ocean on the one hand, and the navigable waters of the Hudson's Bay on the other.

The Columbia River flows for some hundreds of miles in British Columbia, making what is called the "Big Bend." The Skeena, Stikeen and other smaller rivers in the Province, swarm with fish. There are many smaller streams, branches of the Fraser and the Peace, which are valuable for irrigation.

Numerous Lakes are also scattered over the face of the Province.

Chapter IV.—CLIMATE.

General Characteristics.

A general reference to the characteristics of the climate of British Columbia has been made in the introductory chapter of this work, but more particular description is required in a matter so greatly important. It has already been generally stated that the line of the southern boundary of British Columbia, if carried across this continent to the Atlantic, would strike the continent of Europe, a little to the south of Paris. The Province has, therefore, the summer suns of Europe at that latitude, with many other analogies of the corresponding European climate. Stretching from this line to the 60th parallel of latitude, the Province includes the climates of Europe from the point below Paris mentioned, up to the Gulf of Finland, taking in the German Empire, the British Islands, and parts of Sweden and Norway.

The North-west coast of the continent of America appears to be affected by the same conditions that prevail on the North-west coast of Europe and contiguous continent of Asia, the influence of great masses of water and land producing similar effects, in corresponding points of the hemisphere.

A pamphlet published under the direction of the Government of British Columbia, divides the interior, or mainland part of the Province as to climate into three zones, "*South*," "*Middle*" and "*North*." But boundaries of this nature can not be defined with exactness, owing to the effects of the irregularities of the surface. The altitudes, of course, make a distinct element in the question of climate. The climate of Vancouver and other islands as well as the coast of the mainland, has also special characteristics.

The Southern Zone.

The "Southern Zone" lies for the most part between the 49th and 51st parallels North Latitude. "The traveller journeying from the coast district inland, *vi* Yale, by the Cariboo waggon road, notices, on passing through the moun tains, indications of dryness, afforded by the change of the plants. The characteristi coast plants give place gradually, 30 or 40 miles above Yale, to those requiring les moisture." "The mean annual temperature of the Southern Zone differs little fro that of the coast region, but a greater difference is observed between the mean sum mer and winter temperature, and a still greater contrast when the extremes of heat an cold are compared. The total precipitation of rain and melted snow in the low lyin portions of the Southern Zone is extremely small—for instance, at Spence's Bridge o the Thompson river (760 feet above the sea, 50° 25 N. L., 8.06° W. L. Green) the rai fall, in 1875—was only 7.99 inches—total, including melted snow, 11.84 inches,—a Esquimalt, southern part of Vancouver Island, it was 35.87. This small precipitatio gives rise to the open, or lightly timbered grass country, so favourable for stoc raising."

The following statements of observations from the Canadian Government's offici weather reports for 1875, show the mean of the four seasons at Spence's Bridge, th point above referred to, and the coast at Esquimalt:—

	Winter.	Spring.	Summer.	Autumn
"Spence's Bridge.....	19.8	55.5	67.5	36.2
"Esquimalt	36.1	50.1	57.9	44.9

Speaking generally of the climate of the district of Yale, which practically is th principal part of the southern interior of the Province, the pamphlet referred to say quoting from the writings of Mr. Sproat:—"The district has peculiar climatic adva tages. The climate differs essentially from that upon the Lower Fraser and the coas in being drier, and seasonably, more regular. A milder and shorter winter is enjoye in Yale district, compared with the winters in the territorial divisions of the interi north of it. The summer heat is great, very great sometimes, but a light bree generally refreshes the valleys, and no case of sunstroke is known. The summ evenings and nights are always cool. The year may be divided into eight months fine, enjoyable weather, and about four months of winter. The snow is dry a seldom deep, varying in different winters and localities from nine inches to two feet the open, with only a slight covering on wind-swept slopes. Occasionally, in so localities, cattle and horses winter out, without much loss, but the careful farmer p vides an ample supply of winter food for his stock." This writer goes on to say th as mountains are ascended in parts of this zone, and high altitudes reached, seve winter cold is found.

Middle Zone.

The "Middle Zone" is placed between 51 and 53 North Latitude. This zo "owing to the occurrence within it of the high mountains west of the Colum and in the Big Bend area formed by that river, and also, of the great mass of t Cariboo mountains, includes more of the Rocky Mountain climate than do t zones north or south of it." We are told that there are no trustworthy meteorologi statistics of this middle zone. Dense forests are spread over large portions of it, ma ing considerable rain fall. In the gold range immediately west of the Columb the winters are severe and there are heavy falls of snow. That portion of the coun west of this range in this zone possesses similar characteristics. At "about the 122 meridian, the lands begin to descend into the valley of the Fraser, and the clima correspondingly improves." "Bunch grass reappears in that valley; and in t valleys, benches and rolling hills along the western tributaries of the Fraser, a dr climate prevails."

The climate of the mining regions of Cariboo in the north-east of this zone inclement owing to their elevation. "The first heavy snows sometimes fall October," and in May the regular thaw commences. "The maximum depth snow in valleys, 4,000 feet above the sea, is about six feet." The pamphlet of the Lo Government sums up the character of the climate of this region in these word "Though not comparatively attractive, it is singularly healthy."

Northern Zone.

The "Northern Zone," according to the authority above cited lies between 53 and 60 N. Lat. The Canadian Government has no weather stations in this region and very little accurate information has been recorded. The indications from the vegetable products are—much greater coldness; that is, of portions of the interior found after crossing what is called the "axial range" of the coast mountains. West of this the country is affected by the greater mildness of the coast influences.

Mr. John Macleod, an experienced chief factor of the Hudson's Bay Company states that, generally speaking, "between the 52 and 56 degrees N. L., the climate may be called mildly Canadian, with a more luxuriant growth of vegetation.

Of the extreme north of the province little is known. The prairie region of Peace River and its branches is said by the Indians to stretch far to the north. Port Simpson, near the boundary of Alaska, has one of the best harbours on the coast, and the climate is not much colder than that of ports farther south. The harbour remains open all winter; and snow only remains a short time on the ground, and the greatest depth known is only two feet. But without more extensive explorations it cannot be known how far the country inland is favourable for settlement.

Perhaps in the not distant future, as settlement in the great North-West progresses, a second Pacific Railway will be built from Port Simpson to the Peace River Valley, and thence connecting with the Hudson's Bay navigation on the east.

Vancouver Island.

Respecting the climate of Vancouver Island, there is a mass of testimony. Captain Vancouver, its discoverer, gave in 1790, the following general description:—"The serenity of the climate, the innumerable pleasing landscapes and the abundant fertility that unassisted nature puts forth, requires only to be enriched by the industry of man, with villages, mansions, cottages and other buildings to render it the most lovely country that can be imagined; while the labour of the inhabitants would be amply rewarded by the bounties which nature seems ready to bestow on civilization."

Professor Macoun stated before a Committee of Parliament:—"The climate of British Columbia, west of the Cascades, including Vancouver and Queen Charlotte Islands, is wonderfully like that of Great Britain, except that the summers are very much drier."

Dr. G. M. Dawson in his evidence before a Parliamentary Committee described Vancouver and the coast generally as possessing a mild and agreeable climate arising from the fact of the Pacific Gulf stream striking the coast at this point, bringing with it the warm tropical waters. In addition to these influences, those of position already stated must be taken into account.

The mean temperature for the year at Esquimalt, the southern point of Vancouver's Island, in 1879, according to the Government meteorological tables was 49° 99′. The means of the twelve months being as follow:—

Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
42·9	43·0	44·9	43·4	48·6	52·4	53·8	53·7	49·3	45·2	43·0	38·4

There is very little frost or snow. An abstract of one year gives 201 fine days, 3 overcast, 50 rainy, and 17 on which snow fell. Gooseberry buds opened the middle of February; Early plants came into leaf 2nd March, and Native hemp 3 inches high; Catkins in full bloom on March 7th; Buttercups in flower, March 29th; Strawberries in bloom, April 13th; Apple trees in bloom, May 6th; Beans in blossom, May 12th; Strawberries ripe, May 25th; Raspberries ripe, July 9th.

The climate of Victoria and its suitability for invalids is described by a traveller in the following words:—"Victoria has a climate unequalled anywhere, which is specially recommended to health seeking invalids. The atmosphere is charged with ozone peculiar to Victoria only. It originates in the snow cooled breezes in the Olympian range (about 60 miles south-west of the city), mixes with the salt sea air of the Pacific, giving it peculiar health restoring and life prolonging qualities, which are fast making Victoria the sanitarium of the Pacific Coast."

Such a climate and such scenery, when once railway communication is opened, must attract a large number of people both as visitors and residents.

Chapter V.—AGRICULTURAL RESOURCES.

Divisions—Dr. Dawson's Evidence.

The portions of British Columbia best suited to agriculture have been indicated in the chapter on climate. Dr. G. M. Dawson, who has worked in that Province, in connection with the Geological Survey of Canada, for the greater part of five years—a length of experience which gives value to his intelligent observations—gave to the committee before referred to in these pages, the following description of the agricultural capabilities of the country:—"British Columbia is naturally divided into two very distinct parts agriculturally by the mountains which form the coast range. The interior region has a climate of extremes, and the southern part is very dry. The coast region has a mild equable climate. British Columbia, must, however, be considered throughout as an agricultural and mountainous country, that is, the amount of arable land compared to the whole surface, is comparatively small. I do not say this to the disadvantage of British Columbia, as it must be remembered that other countries, known to be very productive, are similarly situated. In California, for instance, it has been estimated that only one-fifteenth of the State is flat land, not mountainous, and only a part of it cultivable. The southern part of the interior of British Columbia, east of the Fraser River, is the district which has so far attracted most attention agriculturally. The cultivation is restricted as a rule to the valleys, which are wide, trough like, and cut through the surface of the plateau, and the climate is so dry in summer that irrigation is necessary. This is, however, generally easy on account of the number of streams running from the higher plateaux and mountains, and with irrigation very fine crops are produced. The higher plateaux are not cultivated, owing to their altitude, and the fact that summer frosts occur. These higher plateaux, however, are largely covered with bunch grass; and form those renowned stock raising regions which have given the south of British Columbia such importance in that respect. Thus, the mere area of agricultural lands does not give the full measure of the capacity of the country for maintaining an agricultural and stock raising population. A man with a comparatively small farm in these valleys has large herds of stock which roam over the hills and sustain themselves on the natural grasses. The whole area of agricultural lands east of Fraser River in southern British Columbia, I have estimated at something under 1,000 square miles, of which about 500 square miles probably may be easily utilised." "The character of the soil is almost uniformly, very fertile in these valleys. The climate in summer is very dry and warm. It is one of extremes; in winter the cold is considerable; but the cattle stand winter out very well, and live all the year round on the natural grasses."

Farming and Grazing Capabilities.

Being asked by Mr. Baker, M.P., to describe the nature and extent of the farming lands on the Fraser, Kootenay and Okanagan districts, Dr. Dawson said:—"I do not know that any precise estimate has been made of the farming land about the estuary of the Fraser, but there is a great deal of flat land there, partly prairie land which has to be dyked to prevent the overflows of the river, and make it useful for agriculture. In 1877, Mr. Dewdney informed me that about 400,000 acres had already been surveyed into townships, of which he estimated about 230,000 as prairie or lightly wooded. To this may be added 10,000 to 15,000 acres, representing good land near the Fraser between Chilakyewak and Hope. I included the Kootenay and Okanagan country in the general estimate for the southern interior. There is a beautiful tract on Okanagan Lake, about the Mission, which is already pretty thickly settled, and has many good farms. Then, on the Spallumsheen, between Okanagan and Shuswap Lake, there is much fine land in a very wide valley, and irrigation here is not necessary. It is easily accessible by water from Kamloops."

Dr. Dawson said in this connection that the farm and stock raising capabilities of these localities had been very little developed, owing to its being almost impossible to take produce to market, but all that would be changed on the completion of the Canadian Pacific Railway. He added:—"I cannot speak too highly of the grasses and grazing land of the southern part of British Columbia. They are not excelled if they are even equalled by any grazing land I know."

He futher explained that horses and cattle could be driven across the passes of the mountains into the North-West Territory.

With regard to the northern portions of the Province, Dr. Dawson stated:—"In the northern part of the interior plateau, there is another extensive low country, which I have estimated the area of at about 1,230 square miles. The soil of this is almost uniformly good; but, being to a great extent covered with trees, it cannot be utilised so readily for agricultural purposes, and it lies besides, off the proposed route of the railway, and is not likely to be opened up for some time. Still it is a country which I have every reason to believe will be eventually occupied by an agricultural population. It lies chiefly north of the 51st parallel, and west of the Fraser River in the basin of the Nechacco and its tributaries. The coast region is, of course, not liable to any of those difficulties of drought or occasional summer frost, that some of the higher regions of the interior are exposed to. The climate is exceedingly mild, and in the aggregate there is a large quantity of agricultural land. On the Island of Vancouver, Mr. T. Hunter, who prepared a report on this subject for the C. P. Railway report of 1880, estimated that there are 389,000 acres of agricultural land, of which about 300,000 acres are well suited for agriculture; of this, only about 10,000 are cultivated, but a great portion of the flat country which is suitable for agriculture in Vancouver, is, in the same way, very densely covered with forests, and, owing to the high price of labour at the present time, and comparatively small number of people in the country, it is not yet economically advantageous to clear these forests or bring these lands under cultivation."

"On the Queen Charlotte Islands there are some 700,000 acres of low land on the north-east coast, a great part of which may eventually be brought under tillage, but it is also covered densely with forests at present, of very fine trees, and its immediate value is as a timber producing region.

"At the mouth of the Fraser River, the flat land probably amounts to more than the whole in the Island of Vancouver, and some of it is of very excellent quality. Generally, the soils of British Columbia, where they are cultivated at all, are exceedingly fertile, and the crops produced on the mainland and on Vancouver Island are very large. Wheat, as an example, averages 30 to 40 bushels an acre on land at all well cultivated."

Peace River District of British Columbia—Its Great Importance.

There is a considerable portion of what may be termed the agricultural land of British Columbia, lying east of the Rocky Mountains, which is described with force and clearness in the evidence of Dr. Dawson, and therefore his words are again quoted:—"The eastern boundary of British Columbia follows the 120th meridian from the 60th parallel southward till that meridian strikes the Rocky Mountains, and a large triangular portion of British Columbia thus lies east of the Rocky Mountains. The part of the Peace River basin that is of considerable agricultural value, and is included in British Columbia, I estimated at between 5,000 and 6,000 square miles."

"The part of the Peace River country," Dr. Dawson continued, "of which I am able, from personal knowledge to speak, is that lying south of the 57th parallel of latitude from and reaching to the Athabasca River, and has an approximate area of 31,558 square miles. The Peace River country, I should state, is naturally separated from the Upper Saskatchewan country by a band of poor land along the Athabasca. The average elevation of this region is about 2,000 feet above the sea, or a little more than that. The soil is a very fine silt, which, where it is best, very much resembles that of the Red River valley, and is quite different from most of the soil intervening between the Red River and the Peace River country. The fertility of the soil, owing to the small attempts yet made at cultivation in that district, is chiefly evidenced by the extraordinary luxuriance of the natural vegetation found upon it. In general, the Peace River country is more or less densely wooded, but there are considerable areas of prairie land also. West of the Smoky River I have estimated that the areas aggregate 3,000 miles, or 1,920,000 acres. One of the largest prairies—Grand Prairie, south of Dunvegan pass, has an area of 230,000 acres nearly all prairie, with a few scattered groves of trees. The soil is magnificent; it is watered by beautiful streams, and is altogether one of the most attractive countries in a state of nature I have ever seen. The rest of the tract of 31,550 square miles, which, from its flat character, and low elevation, constitutes the arable region, is, as a rule, wooded, and for the most part with second growth wood, which consists of poplar, birch and spruce. Taking this area again, and deducting all the known districts which contain poor soil, and 20 per cent,

besides to cover other areas which could not be cultivated, it leaves an area of the Peace River valley with soil suited to agriculture, of 23,500 square miles."

Dr. Dawson was here asked whether these remarks referred wholly or in part to British Columbia, and answered:—"I have spoken of the whole district, because that part in British Columbia—between 5,000 and 6,000 square miles of agricultural land is similar. I speak only of that part of the Peace River country south of the 59th parallel. I do not refer to that to the north, because I have never been there myself, and could only speak of it from report. To give some idea of the value of the region as an agricultural country, taking the area I have given, and supposing as a measure of its capacity—merely, of course, as an empirical supposition for the purpose of estimating its value—that the whole were sown in wheat, at twenty bushels to the acre, it would produce over 470,000,000 bushels of wheat annually. I believe that the whole of this area will eventually be cultivated. I am not quite sure that over every part of it wheat will ripen and be a sure crop, but as far as we can judge of the climate, it is as good as, or better than that of Edmonton on the Saskatchewan River; and where wheat has been tried in the Peace River district, as a matter of fact, it succeeds, as well as other crops, such as oats and barley. We have, therefore, every reason to believe that over the greater part of this area wheat will be a satisfactory and sure crop. If only the estimated prairie area be taken as immediately susceptible of cultivation, its yield, at the rate above estimated, would be 38,400,000 bushels."

Dr. Dawson stated that summer frosts which sometimes occur in this region were not sufficiently intense to prevent the ripening of wheat and other grains. This he said was a fact within his own knowledge. He was asked whether the season in which he was there; was not more favourable than usual; on the contrary, he said, it was an unusually severe season, but yet the frost did not affect the wheat crop. He added:—"I collected excellent specimens of wheat from the Hudson's Bay Post. In fact, the crops this year were later than usual, on account of a period of wet weather just before harvest, which delayed the ripening of the grain."

He further stated that "wheat thrives at Lesser Slave Lake Post. I saw barley ripe with fine heads, grown by the Cree Indians at Sturgeon Lake on the Plateau and at Fort St. John, further up the Peace River and considerably nearer the mountains; barley and oats are known to have been ripe on August 12th, in 1875, though at the same place, in 1879, wheat was a failure. Fort St. John is near the western edge of the country, I consider of agricultural value. Of course, it is very desirable to have further experiments in a few chosen localities—chosen as being the most unfavourable—to show the best and worst that can be said of the country."

The very great importance of the facts stated by Dr. Dawson, can scarcely be over estimated, in relation to the trade and settlement both of British Columbia and those of the Dominion at large.

The evidence of Prof. Macoun, the botanist of the Pacific Railway survey, is precisely to the same effect as that of Dr. Dawson with regard to the agricultural capabilities of British Columbia, if his testimony be not, in fact, even warmer in its estimation. He says "I consider nearly all the Peace River section (including the portion in British Columbia) to be well suited for raising cereals of all kinds, and two-thirds of it fit for wheat. The soil is as good as any part of Manitoba, and the climate if anything milder." "All my observations tended to show that the whole Peace River country was just as capable of successful settlement as Manitoba. The soil seemed to be richer—the country contains more wood—there are no saline marshes or lakes—the water is all good—there are no summer frosts—the spring is just as early and the winter sets in no sooner." "British Columbia is the garden of the Dominion." "The soil in the valleys (of British Columbia) is *always* good."

Fruit Raising and Farming Features.

"Perhaps there is no better place in the world," says the same witness, "for raising fruit than in the neighbourhood of Victoria. Apples and pears of a very large size are produced in such abundance that the former can hardly be sold at any price. ——After the railway is built, Vancouver will send immense quantities of fruit into the interior, as it can be raised to any extent and of every kind."

His Excellency the Marquis of Lorne, when he visited Victoria in 1882, was also struck with the capabilities of that region for fruit growing as well as its other agricultural resources, and said in a speech which has been much quoted:—

"Throughout the interior it will probably pay well in the future to have flocks of sheep. The demand for wool and woollen goods will always be very large among the people now crowding in such numbers to those regions which our official world as yet calls the North-West, but which is the North-East and East to you. There is no reason why British Columbia should not be for this portion of our territory what California is to the States in the supply afforded of fruits. The perfection attained by small fruits is unrivalled, and it is only with the Peninsula of Ontario that you would have to compete for the supplies of grapes, peaches, pears, apples, cherries, plums, apricots, and currants." His Excellency further said:—"For men possessing from £200 to £600 I can conceive no more attractive occupation than the care of cattle or a cereal farm within your borders. Wherever there is open land the wheat crops rival the best grown elsewhere, while there is nowhere any dearth of ample provision of fuel and lumber for the winter. As you get your colonization roads pushed and the dykes along the Fraser River built, you will have a larger available acreage, for there are quiet straths and valleys hidden away among the rich forests which would provide comfortable farms. As in the Northwest last year, so this year, I have taken down the evidence of settlers, and this has been wonderfully favourable. To say the truth, I was rather hunting for grumblers and found only one! He was a young man of super-sensitiveness from one of our comfortable Ontario cities."

Chapter VI.—FORESTS.

Forest Wealth of British Columbia.

British Columbia is rich in forest wealth. The *Douglas pine*, or *fir*, called also "Oregon pine," is at present the tree possessing the greatest commercial value, attaining immense size. There is on the grounds of the Parliament Buildings, Ottawa, a section of one of these trees 8 feet 4 inches in diameter, cut at 20 feet above the ground. The tree from which it was taken was 305 feet high.

These trees are very straight, and the wood, though coarse grained, exceedingly tough, rigid, and bearing great transverse strain. For lumber of all sizes and shapes it is in great demand. Few woods are equal to it for frames, bridges, ties, etc. It is excellent for ship building, its length, straightness and strength making it peculiarly useful for masts and spars. Masts have been shipped 130 feet long and 42 inches in diameter, hewn octagonally. It is also very useful for butter boxes, and other things that require to be kept sweet and odourless. It is largely exported to Australia, South America, China, etc. Dr. Dawson states the northern limit of this tree to be the Skeena River, and Tatla and Babine Lakes; the eastern limit the Rocky Mountains. It is abundant on the eastern slopes of the mountains as far as the Porcupine Hills, and is now extensively used in the western part of the prairie region for building purposes.

Every part of British Columbia is amply and well provided with excellent wood for construction and for other purposes. The coast region has the pre-eminence at present, owing to the greater facility of export. The gigantic size of the forest trees is due, according to Dr. Dawson, to the mildness and humidity of the climate. He specially mentions the cedar as a tree of exceeding value, sometimes attaining a diameter of 17 feet, although these very large cedars are apt to be more or less hollow. The Indians make their well-known magnificent canoes of these large cedar trunks.

Other valuable trees, which are found in British Columbia, will attract much attention. Dr. Dawson mentions *Spruce*, an excellent wood, not so soft as the spruce of the Eastern Provinces, and of different species. *White Pine*, different also from that of the East, producing equally good wood, but, as a rule, so far from the sea coast that it has as yet not been utilized to any great extent. The *Hemlock* grows to much greater size than at the East, and yields good clean lumber. This tree is found along the whole coast and over a considerable part of the interior. On the Queen Charlotte Islands it is found 200 feet in height. *Maple* found on the coast has a curly grain, and is useful chiefly for cabinet making. *Oak* is confined to the southern part of the coast, and is not found in sufficient quantities to be of much commercial importance. *Yellow Cedar* or *Cypress wood* will be likely to attract much notice. It is found on the northern parts of the coast; is an exceedingly fine wood for cabinet

making, being a close wood, very durable, penetrated by a resinous substance that protects it from decay and gives a peculiar odour. The *Yellow Pine*, found on the dry southern part of the plateau in the interior, is locally a tree of very great value. Dr. Dawson says the wood is preferred even to that of the Douglas pine, where that occurs in the same neighbourhood.

Dr. Bell stated before the Parliamentary Committee on immigration last season, that there were 30 species of timber trees west of the Rocky Mountains.

The Principal Trees

The pamphlet published by the Provincial Government gives the following list of the principal trees of British Columbia:—

Douglas Pine, Douglas Fir, and commercially *Oregon Pine*; *Western Hemlock, Englemann's Spruce*, tall, straight, over 3 feet in diameter. Eastern part of Province and interior plateau forming dense forests in the mountains. *Menzies Spruce*, very large, mostly on coast. *Great Silver Fir*, coast tree of great size. *Balsam Spruce*, abounds in Gold and Selkirk ranges, and east of McLeod's Lake. *Williamson's Alpine Hemlock*, too scarce and too high up to be of much use. *Red Pine, Yellow Pine and Pitch Pine*, a variety of the heavy yellow pine of California and Oregon, very handsome; 4 feet diameter. *White Pine* (Mountain Pine) Columbia region—Shuswap and Adam's Lakes—interior of Vancouver island. *White barked Pine*, small. *Western Cedar* (*Giant Cedar* or *Red Cedar*), wood pale, yellowish or reddish color—very durable—often found 100 to 150 feet high and 15 feet thick. *Yellow Cypress* (*Yellow Cedar*), mainland coast, Vancouver and Queen Charlotte Islands. *Western Larch* (*Tamarac*), Rocky Mountains, Selkirk and Gold ranges, west to Okanagan Lake, large tree, yielding a strong, coarse, durable wood. *Maple*, valuable hardwood; Vancouver and adjacent islands, Queen Charlotte's, ditto, and mainland coast, up to 55°, attains a diameter of 4 feet. *Vine Maple*, very strong, tough white wood, confined to coast *Yew*. Vancouver and opposite mainland shores, very tough and hard and of a beautiful rose colour. *Crab Apple*, along all the coasts; wood very hard; takes good polish and withstands great wear. *Alder*, two feet thick on the Lower Fraser; good furniture wood. *Western Birch, Paper or Canoe Birch*, Columbia region, Upper Fraser, Peace River; range and value not much known. *Oak*, Vancouver Island mostly; 70 feet in height, 3 feet in diameter. *Dogwood*, Vancouver and coast opposite. *Arbutus*, close grained, heavy, resembling box; reaches 50 feet in height and 20 inches in diameter; found on Vancouver and neighbouring islands. *Aspen Poplar* abounds over the whole interior, reaching a thickness of two feet. Three other varieties of poplars are found, commonly included under the name of *Cottonwood*. One does not extend above Yale, and is the same wood largely used in Puget Sound to make staves for sugar barrels for San Francisco. The other two kinds occur in valleys in the interior. *Mountain Ash*, in the interior. *Juniper*, Red Cedar or Pencil Cedar, east coast Vancouver and along the shores of Kamloops and other lakes in interior.

It is evident a settler in British Columbia would never be at a loss for wood for any necessary use, and it is further plain that the great stores of forest wealth in that Province must, in the near future, lead to the opening up of industries and a great trade.

Chapter VII.—FISHERIES.

Vast Extent and Kinds of Fish.

The fisheries of British Columbia are among the richest, if not the richest, in the world. They are probably only equalled by those on the eastern coast of Canada. The fish which are at present most important in British Columbia are the Salmon. Those of Fraser River are justly famous. There are five species, and they make their way up the river for 1,000 miles. The silver salmon begin to arrive in March, or early in April, and last till the end of June. The average weight is from four to twenty-five pounds, but they have been caught weighing over seventy. The second kind are caught from June to August, and are considered the finest. Their average size is only five to six pounds. The third, coming in August, average seven pounds, and are an excellent fish. The noan, or humpback salmon comes every second year,

sting from August till winter, weighing from six to fourteen pounds. The hookbill rrives in September, and remains till winter, weighing from twelve to fifteen and even rty-five pounds. Salmon is sold at Victoria at five cents per pound, and there ap- ars to be no limit to the catch.

The oulachans, a small fish like a sprat, appearing at the end of April, are a licious fish, fresh, salted or smoked, and yield an oil of a fine and excellent quality. hey enter the river in millions, and those caught at the north are said to be so full of l that they will burn like a candle.

Several species of cod are found, and it is believed that there are extensive cod nks in the Gulf of Georgia.

Sturgeon of very large size are found in the rivers.

Herring also abound during the winter months, and are largely used, both fresh nd smoked, and are of good quality.

Anchovies are only second to the oulachans in abundance, and may be taken ith great ease during the autumn.

Haddock are caught during the winter months.

Dogfish can be taken with great facility in any of the bays and inlets, and the l extracted from these is of great value.

Excellent trout are found in most of the lakes and streams, weighing from three eight pounds.

Oysters are found in all parts of the Province. They are small, and not equal to ose of the eastern coast. It is therefore recommended that beds should be planted ith some of the best varieties from the eastern waters. This is also suggested with gard to lobsters, which are not found in British Columbia waters, though there ems no reason why they should not do well.

Fur seals of great value are found among the coast islands, and sea otter were lso formerly found, but seem now to be extinct. In the northern seas whales ound, and the whale fishing could be carried on with great convenience from Brit- h Columbia.

Fishery Products.

The pamphlet published by the British Columbian Government states: "If the timate by the Canadian Inspector of Fisheries, as to the consumption of Fish by ndians, is correct, the annual fish product of British Columbia already exceeds that f any province in the Dominion. The fisheries of British Columbia are as yet almost ntouched industrially, except the salmon fishery, which has rapidly become an im- ortant industry. Its chief seat at present is on the Lower Fraser, in the rich agricul- ural district of New Westminster, through which the railway passes. Salmon fishing carried on, also, on the rivers Skeena and Nass, and at various places on the coasts. Nearly all the salmon are canned and exported to England; a few are salted and moked.

"In 1876, there were only three "canneries." which produced 8,247 cases (each 8 1-lb. tins). In 1882, 250,000 cases were shipped, valued at $1,247,000. Several new anneries have been started lately. The salmon fisheries now employ about 3,000 hen during the season.

"A marked difference between the Canadian Atlantic and Canadian Pacific fish- ries is that, in the Pacific (or British Columbian) waters, the salmon are more nu- merous. A hundred fathom drift net on Fraser river has taken 853 salmon in ten ours. There are more *species* of salmon also in British Columbian waters,—of six pecies more or less abundant, four are excellent for the table, and of these four, three re in such numbers as to be commercially important. (It is said that a seventh pecies exists—a fine salmon which is not known to ascend rivers).

"Again, the range of the North Pacific salmon is wider than that of the Western tlantic salmon; some of them range from California to Northern China. Salmon of he same species differ markedly in quality in the different rivers of the North-West, ut it cannot be said that the salmon of any one of the large rivers, taken altogether, re specially superior; the average quality is about the same.

"The general fisheries have been comparatively neglected, as capital has been hiefly drawn to the salmon fishing. Herrings and oulachans have been salted, moked and pressed for oil. A factory is in operation to make guano-scrap from her- ings. As a sea product, the fur-seal hunting comes next in value to the salmon yield, eing not far short of $200,000 a year. This valuable animal is not found on the At-

lantic coast. Oil is another important sea product. Increasing quantities of oil from the dogfish, seal and porpoise, and as above said, from the herring and oulachan appear annually in the returns.

"A fish of the same family as the common herring, and closely resembling it in appearance, is very abundant. It approaches the shore in vast shoals from February to July. Many species of cod, allied to the real cod, are found, and it is probable that the latter exists on the off-shore banks, but in the absence of any large present demand on the coast for cod, few care to go to the expense of seeking for cod banks. A good kind, the colour of which is affected by living among weedy rocks, locally known as the "redfish," is very common. Cod banks, yielding fish considered to be the same as the Eastern cod, are regularly fished by the Americans off the coast of Alaska, and the same fish probably is in British Columbian waters. Halibut are abundant, of fine quality and large size. They are found in the inner waters, on the banks off the west coast of Vancouver Island, and on many banks farther to the north. Sturgeon, up to 1,000 lbs. in weight, are numerous in the Fraser and some of the larger rivers. The oulachan ("candlefish," "oilfish," or "greasefish,") is a valuable, delicate fish, about 8 inches long, which comes to the shore in spring. It enters Fraser river in May in great numbers; farther north, it is fatter. The surf smelt is almost as numerous as the oulachan, and about the same size—an excellent table fish. The very common smaller smelt is prized at table, but the flesh is softer than that of the surf smelt and oulachan. Many other kinds of good table fish are brought to market which need not be here enumerated. Fine trout abound in the lakes and streams. The greatly esteemed whitefish is common in the lakes in the middle and northern interior of the province. Native oysters exist, but the lobster has not been found. The eastern oyster and lobster should be introduced. The food of the lobster is much the same as that of the crabs, which are so numerous on the coasts of the province, and it would be of great value commercially. The eastern oyster should thrive where the native one grows. Those familiar with the coast mention many likely places for oyster beds,—in the New Westminster district, on the Vancouver coasts, and in Masset Sound and Virago Harbour, north coast of Queen Charlotte Islands. The demand for oysters and lobsters east of the Rocky Mountains, and for the European market will be so great, that these fisheries might quickly rival that of the salmon in value.

"It is abundantly evident that there is a *great source of wealth in the fisheries of the province.* The central regions of Canada will be largely supplied with sea fish from British Columbia as soon as railway communication is opened."

Chapter VIII.—Mineral Resources.

The "Central Industry."

Dr. Dawson in his evidence last session before referred to, than whom there can be no higher authority on this subject, said "Mining has been from the first, and is likely to continue to be the main central industry of British Columbia, around which all others group themselves." He added:—"In this Province there is about 800 miles in length, with a width of about 400 miles of the same mountainous and plateau region which yields all the ores of the Western States and Territories, and has given them such prominence as metalliferous regions. British Columbia as yet can scarcely be said to have more than begun the development of its mining industries."

Gold Mining—Equivalents of the Gold-Bearing Rocks of California.

With reference to gold mining, Dr. Dawson was asked, whether there was any reason to believe the gold bearing rocks of British Columbia were the geological equivalents of the rich gold-bearing rocks of California? His answer was:—"I think there is very little reason to doubt that the gold-bearing schists are geologically equivalent to the gold-bearing rocks of California." What these have done, all the world knows.

As respects the reasons why the development of the mining industries of British Columbia can scarcely be said to have begun, Dr. Dawson said:—"The country is, to a large extent, covered with forests, which makes it much more difficult to prospect for mines. Then, the present cost of living and the difficulty of getting at all to some of

those places which are most promising in their metalliferous deposits, and also, I may add, the fact that many of the efforts made in the first instance have been very injudicious, and have led to the discouragement of the people of the country to prosecute further enterprises of the same kind." He continued :—"Gold, however, is known to be almost universally distributed in the Province of British Columbia. There is scarcely a stream of any size in any part of the Province that one cannot wash a few 'colours,' as they say, out of, at the very least, and in 105 localities, which I catalogued in 1877, actual mining had been carried on for gold. The main auriferous belt of British Columbia runs from south-east to north-west, just inside the Rocky Mountains, and includes the mining localities which have been called Kootenay, Big Bend, Cariboo, Omenica and Cassiar. From south to north, from 1858 to 1882, the gold produced in British Columbia amounts to $46,685,334, which is a great return, considering that the average population of the Province taking the period altogether, would not exceed about 10,000 whites. The average number of miners employed in these placer diggings has been 2,940, and the average yield per man employed, obtained by dividing the total by the number of miners, $683 per man per annum. It should be also considered that these placer deposits are, as a rule, only to be worked in summer, and that the sum stated was earned in less than half the year of actual work. The greatest yield of any one year was in 1864, when $3,735,850 was sent out of the country. Last year the total yield was only $1,013,827. Since 1864, with occasional fluctuations, the yield of gold has shown a general tendency to decline, and the state of the country at present is simply this : The richer placer mines so far discovered having been more or less worked out, the gold yield is falling off. Such placers have been more or less completely exhausted, early in the history of gold-mining countries, as in Australia and California. Then the period comes when the miner goes to work on the quartz lodes, whence the gold in the placer mines has been derived. That period has not arrived yet in British Columbia. There is not a single auriferous quartz vein worked there yet, and the present is the interim period between the full development of placer mines and the beginning of the quartz mining, which is a more permanent industry. There is no doubt that before long auriferous quartz mines will be worked."

On another occasion referring to his report for the Pacific Railway survey, Dr. Dawson said :—"It is my opinion that when the country is opened up and the cost of labour and supplies lessened, it will be found capable of rapid development, and may soon take a first place as the mining province of the Dominion, and ultimately, as second to no other country in North America."

With reference to his remark that no quartz veins had yet been worked, Dr. Dawson was asked if there were not quartz mines in Cariboo. He answered :—"An attempt was made some years ago to work them, but, as far as I know, there is no mine now in operation. The difficulties are very great in some parts of the country owing chiefly to the cost of transport and supplies. Until very lately, it cost from 7½ cts. to 12½ cts. a pound to freight goods and supplies to Cariboo from Yale, according to the season, and such prices are so heavy a tax on expensive mining operations that it renders it impossible to work any but very high grade ores. In Ominica, still further north, it costs 15 cts. a pound to carry supplies into the district, and thus it is almost impossible for private miners to continue prospecting on their own resources, and unless they have a very rich claim which they can work, they must leave the country. One advantage of the construction of the railway and opening up of the interior will be that the poorer placer deposits will be extensively worked."

Companies have been formed for this purpose, and a prospectus of one of these has been placed in the hands of the writer by one of the members of the House of Commons from British Columbia, entitled "Quesnelle Quartz Mining Company." The operations of this Company have been for some time suspended, but are proposed to be again continued. Considerable works have been already constructed, and the assays of the quartz made at different times have shown the occurrence of very high grade ores.

Coal—The Great Importance of the Deposits—Tests of Value.

Coal Mining is at present next in importance to that of Gold in British Columbia; and, in the near future, it will probably prove to be more important. The deposits are very widely spread, both on the main land and in the islands; the coal of Nanaimo, on Vancouver Island, being so far the best that has been found on the

western coast of America. All authorities agree as to the extent and value of the coal beds of British Columbia. Mr. Selwyn, the head of the Geological Survey, mentions, besides the coal beds of Queen Charlotte's Islands—some of them anthracite.—and the only anthracite coal yet discovered on the Pacific Coast,—and the Nanaimo Mines, a bed in the vicinity of Barclay Sound, on the west coast of Vancouver; and beds near New Westminster and in the neighbourhood of the Nicola Valley, on the main land, and several other places.

Thirty-two different places are named by Dr. Dawson, in a report on mines published in the Report of the Geological Survey, in which coal and lignites are known to occur; and some of these are extensive districts. Of these the Nanaimo and Comox coals on Vancouver's Island, and those of the Nicola Valley and on the North Thompson, on the mainland, are known to be excellent.

One of the beds of lignite coal in the interior is over 40 feet in thickness. The tertiary coal measures underlie nearly 1,000 square miles, about the estuary of the Fraser. In the Nicola Section, the coal bed is over 100 miles in length and nearly 40 wide.

In the middle zone of the interior, lignites of various qualities occur, and excellent lignites, nearly equal to carboniferous coal, have been found at the forks of the Skeena, in latitude 54° 30′ North, and the forks of the Pine River, one degree farther to the north. The beds have not been worked, as so far, they have been shut out from any market, though the same class of coal is extensively worked south of the boundary line and sent to San Francisco.

The coal area of the east coast of Vancouver's Island, to which the Nanaimo Mines belong, is 180 miles in length, and is already largely worked. No less than 800 persons are employed in the Nanaimo Mines, and last year nearly 300,000 tons of coal were raised.

The test of the Nanaimo coal for steam raising purposes, by officers of the Federal Government of the United States, has already been referred to in this pamphlet; but, in view of the very great importance of the subject, the following extract from Dr. Dawson's evidence in relation to it is further given: "It is true bituminous coal of very excellent quality. It was tested by the War Department of the United States, some years ago, to find out which fuels gave the best results for steam-raising purposes on the western coast, and it was found that, to produce a given quantity of steam, it took 1,800 lbs. of Nanaimo coal to 2,400 lbs. of Seattle coal, 2,600 lbs. of Coos Bay coal, Oregon, and 2,600 lbs. of Monte Diablo coal, California, showing that, as far as the Pacific coast is concerned, the coal of Nanaimo has a marked superiority over all the others. In 1882 the coal raised from the Nanaimo mines was 282,139 tons, which is equal to about one-fifth the coal product of Nova Scotia, though that Province has been so much longer a coal-producing region. Of this 151,800 tons were sold in San Francisco, the retail price being about $12 a ton."

Dr. Dawson subsequently explained, in answer to questions of British Columbia members, that this coal had been sold on the San Francisco markets at $8 per ton, the price ranging apparently from $8 to $12 per ton. The fact of importance, in this connection, is that the excellence of this coal is so marked, that it forces its way, notwithstanding the American protective tariff and the large supplies of coal found on the Pacific coast, within the U. S. borders, into the markets of San Francisco, commanding the prices named.

The northern or Comox portion of the area is estimated by Mr. Richardson, of the Geological Survey, to cover 300 square miles, without taking into account what extends beyond the shore.

Other beds are found on the north-west coast, and lignite coals at various places on the south-west coast, and at Quatsino Sound, on the West coast, there is an extensive coal district, and the coal of a superior kind.

The anthracite coal beds of Queen Charlotte's Islands are known to extend 20 miles, and it is believed extend 100 miles. Fragments of true anthracite have been discovered on the east coast of Vancouver, and also in several places inland.

Iron—Value of Deposits in Proximity to Coal.

A very important fact in connection with these extensive coal deposits, is the presence of iron ore in close proximity. Iron is found in many localities, but little attention has been paid to the subject. On Texada Island, a long wooded island in

the Strait of Georgia, between Vancouver and the main land, there is a mountainous mass of iron ores traceable for miles. Professor Selwyn describes them as "some of the finest iron ores known in Canada;" and "lying in close proximity to great beds of marble or limestone and the coal fields of Nanaimo." Dr. Dawson describes the bed on Texada Island as "a very rich magnetic ore assaying 68·4, of iron, and a very low percentage of phosphorous and other impurities"; and having "only twenty miles of the navigable waters of the Strait of Georgia, between it and the Comox coal field, and both the iron and coal close to the water's edge."

Silver.

Silver has been found near Hope, on the Fraser River. The specimens of ore assayed have given high yields of silver. It has also been found at Yale, on the Fraser, and a rich silver ore has been brought from Cherry Creek, a tributary of the Shuswap. Native silver has been found at Omenica, in the northern interior, and argentiferous galenas at Omenica and Kootenay. Professor Selwyn states that there is every reason to believe that rich mines of silver will be opened in the province. Specimens received by the Geological Survey, from the Rocky Mountains, show a high percentage.

Other Minerals.

Copper has been discovered in a great many localities, both inland and on the coast. Seventeen are mentioned in the Geological Survey report. The Howe Sound mine is considered by Dr. Dawson as the most promising.

Galena has been found in many parts of the Province in connection with gold, and *Cinnabar* has been obtained in the gold washings on Fraser River and the Hope silver ores. Rich Cinnabar ore was found on the Homatheo in small quantities.

Mercury and *Platinum* have also been found, but as yet in small quantities.

Specimens of *Antimony* and of *Bismuth* have been found at Shuswap Lake; of *Molybdenum* near Howe's Sound and on the upper part of the Cowitchan River, and of *Plumbago* in Vancouver's Island.

Salt Springs are found on Admiral Island, Shoal Bay, Vancouver, and salt is also found on the Chilcotin and Mazco Rivers, but little is known of these or their capabilities for use.

Chapter IX.—Land and Mining Regulations.

Land.

The public lands of British Columbia are vested in the Provincial Government with the exception of the 20 mile Railway Belt (so-called, that is, a belt on each side of the railway), which was made over to the Dominion Government as a set off for railway works within the Province. The Provincial Lands are under the management of the Chief Commissioner of Lands and Works, Victoria, who has official assistants in the districts.

Any head of a family, widow, or single man over 18 years of age, a British subject, or an alien declaring his intention to become such, may record any surveyed or unsurveyed crown lands not already occupied or recorded, as either a "homestead" or "pre-emption." The quantity of such land not to exceed 320 acres north and east of the Cascade or coast range of mountains, or 160 in any other part of the province.

The price to be one dollar per acre, payable in four annual instalments, the first instalment to be paid one year from the date of record.

Application to be made in writing to the Land Commissioner, in duplicate, with description and plan of the land, and declaration under oath that the land is properly subject to settlement, and the applicant qualified to record it. A recording fee of two dollars (8s 8d stg.) is to be paid. Land recorded or pre-empted cannot be transferred, or conveyed until after a crown grant or patent has been issued.

The land must be staked off and posts put at each corner, not less than four inches square, and five feet above ground, with the applicant's name on each post, and its position as N. E., S. W., &c.

The settler must enter into actual occupation of his location within 30 days after recording, and continuously reside on it, either himself, his family or his agents. Neither Indians nor Chinese can act as agents.

Absence from the land for more than two months consecutively or for four months in the year, renders it subject to cancellation.

After the payments for the land have been made, and the land surveyed, a patent will be granted, upon proof, by declaration in writing of himself and two other persons, of occupation for two years from date of pre-emption, and having made permanent improvements on the land to the value of $2.50 per acre. But any alien must become a naturalized subject before he can receive such patent.

The patent excludes gold and silver ore and coal.

The heirs or devisees of the household settler are, if resident in the Province entitled to the Crown grant on his decease. If they are absent from the Province, at the time of his death, the Chief Commissioner may dispose of the pre-emption, and make such provision for the person entitled thereto, as he may deem just.

No person may hold more than one pre-emption claim at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim.

By the Homestead Law of British Columbia, real and personal property, duly registered, is protected to the value of $2,500 (£513 13s 11d stg.) from seizure and sale.

Unsurveyed or unreserved crown lands may be purchased in tracts of not less than 160 acres for $1 (4s 1½d stg.) per acre, payable at time of purchase, by giving two months' notice in the "British Columbia Gazette," and any local newspaper, stating name of applicant, boundaries of land, &c., and such notice must also be posted in some conspicuous place on the land itself and at the Government office of the district in which the land is located. The land must also be staked off as in case of pre-emption, and surveyed at the expense of the applicant.

Surveyed lands, not town sites nor Indian settlements, may, after they have been offered for sale at public auction, be purchased at one dollar (4s 1½d stg.) per acre, to be paid for at time of purchase.

Partners, not exceeding four, may pre-empt, *as a firm*, 160 acres, west of the Cascades, to each partner, or 320 acres, east of the cascades, to each.

Each partner must represent his interest in the firm by actual residence on the land, of himself or agent. But each partner, or his agent, need not reside on his particular pre-emption. The partners, or their agents may reside together on one homestead, if the homestead be situated on any part of the partnership pre-emption.

For obtaining a certificate of improvements, it is sufficient to show that improvements have been made on some portion of the claim, amounting in the aggregate to $2.50 per acre on the whole land.

Military and naval settlers may acquire free grants of land under the military and naval Settlers Act, 1863.

The Lieutenant-Governor-in-Council may make special grants of free, or partially free, lands under such restrictions as he may deem advisable, for the encouragement of immigration or other public purposes.

He may also sell, or make free grants of any vacant lands, for the purpose of dyking, draining, or irrigating them, subject to such regulations as may be deemed fit.

Landholders may divert for agricultural or other purposes, the requisite quantity of unrecorded and unappropriated water from the natural channel of any stream or lake adjacent to or passing through their land, upon obtaining the written authority of the Commissioner.

An Oregon newspaper lately said: "Emigrants coming here are extremely wary in looking after the titles of the property they desire to purchase." In British Columbia there is no necessity for this. Titles are secure, and there is no difficulty with regard to them.

Mining Regulations.

Every person over sixteen years may hold a mining claim. For this purpose he must obtain from the Gold Commissioner, a "Free Miner's Certificate," which may be for one year or three, at the cost of five dollars (£1 0s 6½d stg.) a year. Every claim located must be recorded in the office of the Gold Commissioner, annually, at a fee of $2.50 (10s 3½d stg.)

A free miner can only hold two claims by pre-emption, but may purchase any number.

Claims must be, as far as possible, rectangular, and must be staked.

The sizes are:—"Bar diggings," 100 feet wide at high water mark, extending into the river to the lowest water level.

"Dry diggings," 100 feet square.

"Creek Claims," 100 feet long in general direction of stream and in width from base to base of the hill or bench each side. But if the hills or benches are not 100 feet apart, then the claim shall be 100 feet square.

"Bench Claims," 100 feet square.

"Mineral Claims," containing or supposed to contain minerals (other than coal) in lodes or veins, 1,500 feet long by 600 feet wide. Discoverers of new mines allowed 300 feet long for each discoverer. "Creek discovery claims," 1,000 each side of the centre or as far as the summit.

"Coal lands" east of the Cascade Range may be purchased in tracts of 160 acres, for five dollars an acre; west of that range, for ten dollars an acre.

Provincial Taxes.

As supplementary to the Land Regulations, it may not be out of place to state what the Provincial taxes are. They are moderate, as will be seen by the following:—

A general head tax of $3 for educational purposes on all males over 18 years; one-third of one per cent. on real property; five cents per acre on wild land; one-fifth of one per cent. on personal property; and one-half of one per cent. on income, if paid before 30th of June each year.

If not so paid, they are:—One-half of one per cent. on real and one-fourth on personal property; six cents per acre on wild land; and three-fourths of one per cent. on income.

Chapter X.—PICTURESQUE AND SPORTING ATTRACTIONS.

The Tourist and the Artist.

The completion of the Canadian Trans-Continental Railway will open up a new ground—a new world almost—for the tourist and pleasure seeker, affording the most striking possible contrast to the "*toujours perdrix*" of European travel. All the physical manifestations of the earth's surface are here on the grandest and most magnificent scale; and this fact is found whether these mountains are approached from the east or from the west.

Speaking of the eastern approach, the Rev. Dr. McGregor, in a paper contributed to the *Contemporary Review*, is the most recent, but not the only writer. Dr. McGregor was one of the party who accompanied His Excellency Lord Lorne in his tour to the interior of the Canadian North-West in 1881; and he thus expresses himself on his first sight of the Rocky Mountains:—

"Our first glimpse of that long and magnificent line of gigantic peaks and mighty masses—a broken mountain wall of glittering snow some hundred miles away—was a vision of glory never to be forgotten. On our ascending from a great Indian pow-wow on the Bow River to the upper level they looked in the clear morning air like a long series of sharp-cut white pyramids built upon the prairie; then the great dog-toothed line rose higher; then the long serrated range of jagged peaks and twisted masses, seen under sunshine almost tropical in its heat and purity, stood out in all its splendour, sharp and distinct as if only a few miles away, their sides blue in shadow, while their peaks and faces were a glittering snow-white down to the yellow prairie level out of which they seemed to rise. When forty-five miles distant from them, I noted as special features the straightness of the range from the two extreme points of vision, and that though broken into every variety of form, the pyramidal peak predominating, the summit line was pretty uniform like a deep and irregularly toothed saw. I suppose that nowhere else on earth is there such an ocean of verdure bounded by such a shore."

The eloquent appreciation of the Earl of Dufferin of the glories of British Columbia, as seen from the west coast, has been already given in an earlier chapter of

this pamphlet. He said "the ever shifting combination of rock, verdure, forest, glacier and snow-capped mountain, form a scene of unrivalled grandeur and beauty."

A correspondent, speaking of the outskirts of Victoria, Vancouver Island, thus writes:—

"Nowhere else can such a park of unsurpassed loveliness be found as in Victoria. Beacon Hill park affords the traveller a place of resort, adjacent to an important city, at once so charmingly rural, and so easy of access to those who toil for their living in the heart of the city. Magnificent beyond description are the views to be seen at early dawn from this park. To the south the Olympian range rise in their mighty grandeur; on the right the lovely green foliage of the opposing Vancouver hills and the placid entrance to Esquimalt harbour, render the scene superbly grand."

His Excellency Lord Lorne, when he visited British Columbia in 1882, referred to the importance of utilizing the attractions of the magnificent scenery of the Province in these words:—"I would strongly advise you to cultivate the attractions held out to the travelling public by the magnificence of your scenery. Let this country become what Switzerland is for Europe in the matter of good roads to places which may be famed for their beauty, and let good and clean hotels attract the tourist to visit the grand valleys and marvellous mountain ranges. Choose some district, and there are many from which you can choose, where trout and salmon abound, and where sport may be found among the deer and with the wild fowl. Select some portion of your territory where pines and fir shroud in their greatest richness the giant slopes, and swarm upwards to glacier, snow-field, and craggy peak, and where in the autumn the maples seem as though they wished to mimic in hanging gardens the glowing tints of the lava that must have streamed down the precipices of these old volcanoes. (Loud cheering.) Wherever you find these beauties in greatest perfection and where the river torrents urge their currents most impetuously through the Alpine gorges, there I would counsel you to set apart a region which shall be kept as a national park."

In the past it has been difficult to reach these scenes. It required either a long and toilsome overland journey; or the route by San Francisco or the Isthmus. The easy communication now about to be opened will, by reason of its great facilities, change all this for the tourist and pleasure seeker, both from Europe and the eastern face of the continent of America.

The Angler and the Sportsman.

For the angler there are rivers and lakes abounding in salmon and other fish, while the mountains and forests will tempt the sportman. Grouse of various kinds, ptarmigan, quails, wild geese and several kinds of ducks, snipe and pigeons are plentiful. Hares abound east of the Coast range. Black tailed deer are found everywhere. Wapiti, mountain sheep, mountain goat and cariboo furnish sport to the hunter. Moose have been found in the interior in the northern part of the Province.

There are bears, brown, black and grizzly, badgers, foxes of several varieties, fishes, fur seals, mountain minks, grey and spotted lynx, musquash, sea and land otters, panthers, raccoons, black and grey wolves and the small "Cayote" wolf.

Chapter XI.—Miscellaneous.

Cities and Towns.

Victoria, on the southwest coast of Vancouver Island, is the capital, and the principal city of the Province. Its population is about 7,000. It is picturesquely situated; with some beautiful private residences; fine streets, lighted with gas; good water works; streets and roads macadamized, and kept in superb order for more than twenty miles around the city. There are six churches—a public library, three hospitals, and many public buildings, and a stone dry dock in course of construction.

Nanaimo is on the east coast, and has a safe and commodious harbour. It has several churches, a hospital and excellent schools.

New Westminster, the chief city on the mainland, has a population of 3,000, and is rapidly increasing in size and importance. It is the market of a flourishing agri-

cultural district, and the seat of a large salmon canning industry. There are many other important industries springing up around the city, and a number of public buildings. Handsome residences on the outskirts of the town command beautiful views up and down the Fraser, on which steamers are constantly passing; and there is also steamboat communication with Victoria, Nanaimo and San Francisco. The climate is healthy and pleasant, and the situation exceedingly fine, occupying a gentle acclivity, looking towards the south, with the Fraser at its feet; to the south-west, an archipelago of beautiful islands, and north and east the mountains of the Cascade Range standing out against the blue sky.

There are a number of smaller towns and villages. All of them have postal and telegraphic facilities.

Indians.

The Indians of British Columbia are remarkable for their peaceable and law abiding character, They are largely employed in the salmon fisheries and in seal hunting, etc. Some of them are farmers and raise cattle, others are miners, and altogether they contribute largely to the trade and industries of the Province. Lord Lorne said of them when at Victoria: "I believe I have seen the Indians of almost every tribe throughout the Dominion, and nowhere can you find any who are so trustworthy in regard to conduct, so willing to assist the white settlers by their labour, so independent and anxious to learn the secret of the white man's power. While elsewhere are met constant demands for assistance, your Indians have never asked for any, for in the interviews given to the chiefs, their whole desire seemed to be for schools and schoolmasters; and in reply to questions as to whether they would assist themselves in securing such institutions, they invariably replied that they would be glad to pay for them. It is certainly much to be desired that some of the funds apportioned for Indian purposes should be given to provide them fully with schools, in which industrial education may form an important item. But we must not do injustice to the wilder tribes. Their case is totally different from that of your Indians. The Buffalo was everything to the nomad. It gave him house, fuel, clothes and bread. The disappearance of this animal left him starving. Here, on the contrary, the advent of the white men has never diminished the food supply of the native. He has game in abundance, for the deer are as numerous now as they ever have been. He has more fish than he knows what to do with, and the lessons in farming that you have taught him have given him a source of food supply of which he was previously ignorant."

Ship Building.

Owing to the high price and scarcity of labour, few large vessels have so far been built in the Province, though the Douglas spruce furnishes first class timber for this purpose, as well as for masts and spars. Many steamboats and smaller craft have been built, and the material and facilities are so excellent, it is probable this industry will assume important dimensions at no distant day. There is another consideration in connection with ship building. It will happen in the future development of the Province, when it becomes the Great Britain of the Pacific Ocean, the deposits of coal and iron, each so conveniently situated in relation to the other, will give rise to a great iron ship building industry.

Imports and Exports.

The amount of the exports from British Columbia, compared with the smallness of its population, is remarkable. The *per capita* value was in 1882 more than three times that of any of the other Provinces of the Dominion, and exceeded that of any of the American Territories on the coast. The principal articles of export and their value in that year were:

Minerals, (chiefly Gold and Coal)	$1,437,072 00
Sea Products, (chiefly Salmon and Oils)	1,014,210 00
Timber, (chiefly Douglas Spruce)	362,871 00
Animals and their Produce, (Furs and Skins)	300,529 00

The value of the exports in 1882, the produce of British Columbia, was $3,118,119, and the total value, $3,154,194; showing a *per capita* export of $63.76. The imports for the same year were:

From Great Britain	$ 759,603 00
" Eastern Provinces, Canada	559,732 00
" United States	1,846,939 00
" China	240,170 00
" Other Countries	35,383 00
Total Value	$2,882,095 00
Per Capita	58 27

These facts show both the great natural resources of the country, and the energy of its small population. British Columbia is, naturally, the richest of all the Provinces, and a country of strong life. It is claimed on their behalf, by the pamphlet of the Provincial Government, that probably no other people can show such a record. With the opening of the Pacific Railway, the trade both with the Mother Country and the other colonies, must enormously increase.

Cost of Living.

The ordinary rates at second class hotels in Victoria were in the winter of 1882–83 from 20 to 26 shillings sterling per week, or 4 shillings per day. Single meals were 1 shilling each, and beds from 1 to 2 shillings. At New Westminster, the rates were nearly the same, and also at Nanaimo, at the workmen's boarding houses.

In the interior on the mainland the rates are higher, owing to the difficulties of transport, but the contractors for the Pacific Railway state the price of board along the railway to be $4 a week.

On March 23, 1883, the market report of prices of provisions at Victoria were as follow:—

Butter from	50 to 75 cts. per lb.	Smelt	6 cts. per lb.
Cheese "	25 to 37½ " "	Sturgeon	6 "
Eggs "	25 to 33 " per doz.	Whiting	6 "
Cornmeal	5 " per lb.	Salmon Trout	8 "
Oatmeal	62½ cents per 10 lbs.	Soles	6 "
Flour	$5.75 to $7.50 per bbl.	Crabs	50 to 75 cts. per doz.
Meat	2½ to 2½ cts. "	Smoked Fish	12½ cts. per lb.
Beans	6 to 8 " "	Canned Salmon	$2 per doz. cans.
Split Peas	12½ " "	Coffee—ground	50 cts. per lb.
Potatoes	1½ " "	" green	28 "
Onions	3 " "	Tea	37½ cts. to $1.25 per lb.
Celery	37½ " per doz.	Sugars	6 lb. for $1 to 8 lb. $1
Carrots	1½ " per lb.	Beef	5 to 12½ cts. per lb.
Cauliflower	$1.50 per doz.	Mutton	6 to 12½ "
Asparagus	20 cts. per lb.	Pork	12½ "
Green Peas	12½ " "	Veal	12½ "
Vegetable Marrows	75 " per doz.	Lamb	$1.50 per quarter.
Cabbage	4 " per lb.	Ducks	37½ cts. to $2 per pair.
Hams	25 to 30 cts. per lb.	Chickens	62½ cts. to 75 cts. each.
Bacon	22½ to 24 "	Spring Chickens	$5 per dozen.
Lard	25 "	Turkeys	25 cts. per lb.
Cod Fish	6 "	Geese	25 "
Halibut	6 "	Hay	$1.37½ per cwt.
Salmon	7 "	Oats	2½ cts. per lb.
Herrings	3 "	Middlings	2 to 2½ cts. "
Flounders	6 "	Bran	1½ " "

These are the ordinary retail prices. At New Westminster and at Nanaimo they are much the same, but in the interior meat is cheaper, and all imported articles dearer, from the cost of transportation.

The wholesale prices of Farm Produce at the same date were:—

Wheat	$2 to $2.25 per cwt.	Mutton, dressed, per cwt.	$12.50.
Oats	2 to 2.50 "	Pigs, " "	9 to 10.00
Barley and Peas	2.00 "	Lambs, each	3 to 4.00
Hay	1.25 "	Veal, on foot	5.00
Potatoes	1.00 "	Hides, green	7 to 8.50 per cwt.
Butter	28 to 30 cts. per lb.	" dry	13 to 17.00 "
Cheese	18 "	Fowls	6 to 6.50 per doz.
Eggs	25 cts. per doz.	Turkeys, dressed	25 cts. per lb.
Beef, dressed, per cwt.	$8.50.	Ducks	$5 to 6.00 per doz. brace
" on foot, gross	4.00.	Geese, each	1.50 to 2.00.
Sheep, "	5.50.		

Building Materials

are plentiful. Bricks at Victoria cost from 32 to 40 shillings sterling per thousand at the kiln. The present prices of lumber at Victoria are:—

Lumber, rough	$14 per 1,000.	Lumber, Cedar	$17.50 per 1,000.
" dressed, tongued and grooved,	25 "	" dressed	50.00 "
" " on both sides	27.50 "	Shingles	3.50 "

The prices at New Westminster are less.

Rents of small houses and cottages vary from £1 to £5 per month, but are not easy to be got.

Clothing and Furniture.

Clothing is about 20 or 22 per cent. more than in England. Furniture is made in the Province, and may be got at the following prices:—

Chairs	75 cts. to $1.25 each.	Mattresses	$1.50 to 30.00.
Bedsteads	$3.00 up.	Carpets	80 cts. to $1.75 per yd.
Tables	1.50 up.	Bedroom Sets	$25 up.
Dining Tables	12.00 up.		

Farm Implements

may be bought in Victoria as follow:—

Thrashing Machines	$450 to 850.	Harrows	$ 20 to 35.
Reapers	150.	Waggons, with box and seat	130.
Mowers	100.	" with brake	140.
Self-Binders	330.	" running gear only	100 to 110.
Ploughs	20 to 40.		

Fuel.

Fuel is plentiful. Wood is commonly used, and the price in the seaboard towns and at Yale ranges from 14 to 20 shillings per cord of fir firewood delivered. A cord is 8 ft. long, 4 ft. high, and 4 ft. broad. It will cost about 6 shillings per cord to have it cut ready for household use. Many householders cut it themselves.

Coal is used in some households, and costs from 30 to 32 shillings per ton.

Wages.

On the 1st March, 1883, the advertised rates of wages on the Canadian Pacific Railway in British Columbia were:—

Overseers	$125 per month.	Blacksmiths, 1st class	$3.50 per day.
Rock Foremen	3.00 to 4.00 per day.	" 2nd "	3.00 "
Earth Foremen	2.50 to 3.00 "	Drillers	2.00 to 2.25 "
Bridge Foreman	3.50 to 4.00 "	Laborers	1.75 to 2.00 "
" Carpenters, 1st class	3.50 "	Hewers	3.50 "
" " 2nd "	3.00 "	Choppers	2.00 to 2.50 "
Masons	2.50 to 3.00 "	Teamsters, with board	60.00 to 75.00 per mth
Stonecutters	3.00 to 3.50 "		

All outside labour, ten hours per day; carpenters to furnish their own tools, and all employés to find themselves board and lodging. Wages to be paid monthly, on the 10th of each month.

The ordinary rates are given in the Provincial Government Pamphlet as follow:

At the Collieries.

Carpenters and Blacksmiths	$3.00 to 3.75 per day.	Bakers, with board & lodging	$65.00 per month.
Laborers	2.00 to 2.50 "	Butchers, cutters	75.00 to 100.00 p mth.
Miners' earnings, contract wk	3.00 to 4.00 "	Slaughterers	75.00
Fishermen	50.00 to 60.00 pr mth.	Cigarmakers	2.00 to 4.00 per day.
Stonecutters, Stonemasons and Bricklayers	4.00 to 5.00 per day.	Boys, as strippers, &c	2.00 to 5.00 per week
Their Laborers	2.00 to 2.50 "	Printers	45 cts. per 1,000 ems.
Plasterers	4.00 to 4.50 "	Waggonmakers	$3.50 to 4.00 per day.
Carpenters and Joiners	3.00 to 4.00 "	Tinsmiths, Plumbers, and Gasfitters	3.50 to 4.00 "
Ship " " Caulkers	4.00 to 4.50 "	Machinists, Moulders, Pattern and Boilermakers, and Blacksmiths	3.50 to 4.00 "
Cabinetmakers & Upholsterers	3.00 "	Longshoremen	50 cents an hour.
Painters	3.50 to 4.00 "	Wood turners	$3.00 per day.
Shoemakers	2.00 to 3.00 "	Laborers of all sorts	2.50 "
Tailors	2.50 to 3.00 "		
Tailoresses	1.00 to 1.50 "		

FARM SERVANTS

by the month, with board and lodging, £4 to £8 per month.

In Vancouver Island and New Westminster Districts, farm labourers receive [illegible] shillings per day, with board and lodging.

In the interior higher wages are paid. A man who can attend to a garden or orchard would readily get 8 to 10 shillings a day.

FEMALE SERVANTS

are scarce, and wages high. Nurse girls get from 40 to 48 shillings sterling per month and general house servants, with some knowledge of cooking, and able to wash, £4 a month.

Chinamen are much employed as cooks; but the women do not take servants' places.

CHOICE OF LOCATION.

In choosing a location, the agricultural immigrant, as advised by a Provincial Government publication, should regard the railway, both in the local markets its construction opens and those which will be permanently opened east of the Rocky Mountains. A farm in the vicinity of a mining camp is always a desirable location. Horses are already in demand east of the mountains. Cattle, horses and sheep do well in all the agricultural districts. Fruit grows well also in all of them. Dairy farming does specially well in the New Westminster district. The Angora goat thrives well in the province, and the Mohair as well, as wool will probably be in demand for manufacturers. Flax and tobacco grow well, but wages are too high to make their cultivation profitable at present. The northwest province differs essentially from the great plain region east of the mountains, in its more *varied* capabilities. There will be many things required eastward which British Columbia can best supply.

The immigrant may be helped in choosing a proper location by some explanation of the terms he will hear commonly applied to lands in British Columbia. "Prairie" on the Pacific slope does not mean a treeless sea of grass—but level or open spaces near rivers. Many of them are "wet prairies," and require draining or dyking. The soil is very rich, and they are free from malaria, and considered desirable locations. "Bottom lands" are flat lands in river valleys, bearing such trees as maple, ash, etc. They are easily cleared, and are often highly productive. The term "bench" is given to the raised level spaces or terraces in some of the river valleys. These terraces run along both sides of the river for miles in length, and in some places are multiplied into several successive level plateaux, rising one above the other as they recede from the bank. The term "prairie" east of the Cascade Range, is popularly applied to any open flat tract, not large enough to be called a plain.

CHAPTER XII.—CLASSES WHO SHOULD GO TO BRITISH COLUMBIA.

It appeared from a memorandum of the Government of British Columbia, laid before the Canadian House of Commons last session, that the settlers specially desired in that Province are men for the construction of public works and the development of its mining, agricultural and other resources. This memorandum further set forth that men of these classes were desired to take the place of Chinese workmen, who are not regarded with favour on the Pacific coast, for the reason that they form an inferior class apart, and are not adapted for mingling with or forming part of the civilization of the Caucasian or white race. The children of the very poorest white immigrants, on the other hand, have a tendency to rise to the highest social positions.

The class of female domestic servants is scarcely less in demand. A large disproportion exists between the men and women in the Province, the men being greatly in excess, and it is desired to redress this disproportion by female immigration.

Buildings of various kinds will, as a matter of course, follow rapidly the construction of the transcontinental railway and the progress of settlement. It therefore follows that mechanics and artisans skilled in the common trades, such as carpenters and joiners, bricklayers, etc., will be in demand. Men to work in and develop the

mines and also to work in metals, will be required with the progress of settlement, which will undoubtedly very rapidly follow the opening of the railway.

The general advice elsewhere given may here be repeated, that professional or literary men, or clerks seeking employment in offices or shops, should not be advised to go to a new country like British Columbia, unless in pursuance of previous engagements, or unless they have made up their minds to labour with their hands. It happens that the children of the immigrants who have been educated in the country, seek and obtain employment in the professions and the lighter avocations and pursuits referred to, and render the openings for newcomers more difficult to find. It may be generally stated that as labourers of all kinds are now required in British Columbia, this demand will be found to increase with the progress of the country, the appetite, in fact, growing by what it feeds upon.

Wages Quotations Fluctuate.

It will be seen by quotations of figures, in another part of this pamphlet, that the wages now paid in British Columbia are very high. These figures may, however, fluctuate, as there is a constant tendency for wages to equalize themselves between the great labour markets, as the means of communication become cheaper and more perfect. The probabilities, however, in a new country, and in a gold-producing one especially, are, that for many years to come, the natural tendency will be for wages to be high. It is not, however, simply a question of high wages which is the chief inducement for settlers in a new country. It is the opportunity offered to labourers from the crowded communities of the Old World to improve their condition in life and that of their families. There are hundreds of thousands of men in all parts of Canada who landed in the country without any means at all, and in a state little removed from pauperism, who are now comfortably settled, and have been able to educate their children and place them in positions to achieve success in any walk in life.

Chapter XIII.—GOVERNMENT, EDUCATION, AND SOCIAL POSITION.

Many persons who emigrate from old countries to parts of Canada, have a fancy that they are leaving civilization behind, and are about to take up their abode and begin life anew in a semi-barbarous state. Nothing could be more erroneous,—the fact really being that settlers in a new country start from the point of the civilization attained by the old, while the necessities of the new world tend to sharpen the inventive faculties, and create fresh adaptations, which very often mark great progress, especially in mechanical contrivances and labour-saving appliances.

System of Government.

British Columbia, being a Province of the Confederation of the Dominion of Canada, has both a local or Provincial Government and a proportionate representation (not simply according to its population, but taking in view also its territorial interests) in the General Parliament of the Dominion at Ottawa.

The Local Government is representative under a Lieut.-Governor appointed by the Dominion Government, and an Executive Council responsible to the Legislature of the Province in such a way that the Executive Council or Local Ministry can only continue to hold office while it maintains a majority in the Legislative Assembly. The effect of this system is to establish the most immediate and direct popular control over the government of the day which it is possible to attain, or which anywhere else exists. This control is very much more direct than any which is found in the Republic of the United States; while its other conditions afford well-ordered stability.

No taxes can be imposed, except voted by representatives of the people.

The seat of the Federal Government is at Ottawa, having for its head a Governor General appointed by the Queen, but having his salary paid by the people of Canada. Members of the House of Commons elected by British Columbia have to go to Ottawa to attend the sessions of the Federal or Dominion Parliament. And here again the

principle of responsibility of Ministers to the House of Commons prevails; and the same remark may be made in regard to the tenure of office of the Federal Ministry. The completion of the Canadian Pacific Railway will afford members from British Columbia much greater facilities for visiting Ottawa than at present, and will create a sense of much greater nearness, if not of greater actual unity.

While it is impossible to establish, among perfectly new communities on the American continent, a political system exactly similar to those which have grown out of the conditions of feudal times, the system which prevails in Canada leaves very little to be desired as respects the advantages of well-ordered stability on the one hand or certainty as respects direct control of the people over the Government on the other, as compared with the institutions of any republican government in the world.

The electoral suffrage in Canada is very general, being almost universal; and in British Columbia every British subject, after one year's residence, has a right to vote.

Municipal Government.

A feature of special interest and importance of the self-government in Canada is the Municipal system. The municipalities are both of counties and townships, and each has its elective council and officers. These local councils vote the taxes for county or township purposes, such as roads, bridges, local public buildings, &c., and the people, therefore, are the judges of what their own interest requires. Having agreed to impose taxes upon themselves for necessary expenses and improvements, they pay them cheerfully and look very sharply at what they vote and whom they elect. This kind of "Home Rule" gives everywhere a feeling of contentment and satisfaction and the practice of managing local affairs at home by representative institutions leads naturally up to the larger political systems of the Provincial and Federal Governments.

In the Province of British Columbia there has been a little exception as relates to road-making, owing to the difficulties presented by the peculiar nature of the country. The provincial government, as before stated in this pamphlet, has expended large sums of money in the construction of waggon roads through the mountains on the mainland. These works, in the particular circumstances of the province, have the nature of arterial or general communications.

British Columbia has, however, a municipal system, and the people of any rural locality, with over thirty male residents, may be formed into a municipality and elect from among themselves councillors and a warden to manage local affairs.

It will be found that settlers from the United Kingdom or immigrants from the older provinces or the United States, will very soon avail themselves of these municipal facilities, which may well be the envy of the peoples of many older European civilizations.

Education.

The School System in British Columbia, like the Municipal Government, is in the hands of the people. In its general features it is not unlike that which prevails in the other Provinces. The public schools are free and non-sectarian. Uniform text-books are used, and the teachers, of which there are three classes, must have certificates of qualification from the Department of Education. This Department is under the charge of a Superintendent of Schools, who visits and inspects. Any district having fifteen children, between five and fifteen years, may choose from among themselves three Trustees to manage their schools; and these Trustees appoint or remove the teachers, and obtain the money from the public School Fund on certificates endorsed by the Superintendent. The teachers receive from ten to twenty pounds sterling a month, according to qualification.

In some of the larger towns there are very good church schools, and there are private schools for children of both sexes. As the Province becomes more populous colleges and universities will be established, as elsewhere in Canada. Perhaps no where else in the world is education more general. It is a very common thing for children of emigrants, who when they first landed in Canada were in a state of great poverty, to obtain an education which is open to all, and then attain to the highest positions, and a comfort and respectability which would have been impossible for them at home.

The perfecting of the School System, under the machinery established, will rapidly follow the progress of settlement in British Columbia, as it has done in other

parts of Canada; and the same remark applies to municipal and other kindred institutions.

Social Position.

An immigrant from the United Kingdom coming to British Columbia, or, in fact, to any part of Canada, will find himself among his own people; and if he is poor he will probably soon obtain a much better social position than he could have at home. Society is much less marked in its distinctions of ranks, though the general features are the same. There is no class of feudal nobility. Nearly every farmer owns his acres, and is his own master, the lord of the soil, free to do as he will. This state of independence goes through the whole frame of society; and there is a general condition of social freedom impossible in the countries of the old world, where the feudal castes still prevail. The children of the poorest labourer or artisan by talent, industry, and the education open to all, may make themselves the equals of the richest; and they often do so, rising to the highest positions. In a new country like Canada, it is *what* a man is, rather than *who* he is, that is looked at.

Religion.

Everywhere in Canada the utmost religious liberty is found. In British Columbia, churches are numerous for the population. There are two Roman Catholic and three Anglican bishops with their clergy, and the Presbyterians and Methodists have also a number of clergymen. Other denominations are organizing churches and missions; so that even the pioneer settlers, in the most thinly peopled districts, will not long be anywhere shut out from either church or school.

Administration of Justice.

The administration of justice in every part of Canada has always been satisfactory and impartial. The laws give security to life and property, and are thoroughly carried out and respected.

The Criminal Law of Canada is copied from the English. Judges are appointed for life by the Crown, and they are chosen for their ability and learning. Party politics sometimes run high in Canada, but the impartiality of the Judges is never questioned.

Trial by Jury prevails everywhere, and legal expenses are, as a rule, much less than in England, the proceedings being much simplified. Magistrates Courts are everywhere to be found throughout the Provinces. Then there are the County and District Courts; the Superior Courts, the Queen's Bench, and the Supreme Court at Ottawa, the highest tribunal in the Dominion, from which, however, there is an appeal to the Privy Council.

No settler need fear not being able to obtain prompt redress for any wrong done him. The organization of machinery for the administration of justice always rapidly follows settlement in the newer parts of Canada.

Militia.

The militia force is composed principally of volunteers. All able-bodied men are enrolled in either the Active or Reserve Militia, but only the volunteers are called out for annual drill. A military school for the instruction of officers or any who wish to avail themselves of it is about to be established in British Columbia.

Naturalization Laws.

The naturalization laws are very liberal. An alien can transact business and hold real estate in Canada. By residing three years and taking the oath of allegiance he becomes a British subject, and is possessed of all political and other rights.

Aliens, naturalized in Canada, are now placed on the same footing as those naturalized in the United Kingdom in all foreign countries. Persons from the continent of Europe intending to emigrate, should remember that in Canada all that is required for naturalization is a simple oath of allegiance, in addition to the three years residence stated; and persons from the United Kingdom should remember that if they select the United States, in preference to Canada, they must also take an oath

of special renunciation of their native country, pledging them in the event of war to become its enemy; and in some of the States, as New York, for instance, they cannot hold real estate without this. Five years' residence is also required, instead of three, as in Canada, to obtain naturalization.

CHAPTER XIV.—ROUTES AND COMMUNICATIONS.

There are not as yet any railways within the Province of British Columbia, except the section of the Pacific Railway constructed by the Dominion Government, now nearly completed; it is on the mainland, in the valleys of the Thompson and Fraser, and will connect the western end of Kamloops lake, at Savonas ferry with Port Moody, the Pacific terminus on Burrard Inlet. It is expected that by the end of this year (1883) there will be railway communication between Port Moody and Lytton, a distance of 143 miles.

The Canadian Pacific Railway is being pushed to completion with rapidity unprecedented in the railway construction of the world, and the most active exertions are being made to complete the connection by the extension of the line from the east, which, it is believed, will reach the Rocky Mountains this summer. The unprecedented number of over 24 miles of track have been laid in the Prairie region in one week, and Mr. Van Horne, the general manager, recently stated in public he hoped to have the railway from Ocean to Ocean completed in two years; that is in 1885. Such a fact was considered to be impossible three or four years ago.

British Columbia has at present over 2,000 miles of excellent waggon roads, which were constructed by the Provincial Government at a cost of about three million dollars. They are kept in repair at an annual cost of about $75,000.

Between the points on the coast the water communication is easy and satisfactory.

The usual route of travel from the Eastern Provinces to British Columbia is *via* San Francisco by the Union and Central Pacific Railway, and thence by steamer to Victoria. Many heavy supplies are sent from England around Cape Horn; and it is believed many immigrants will avail themselves of this means of communication.

The present advertised passage from San Francisco to Victoria is twenty dollars (£4 2s. 2d. stg.)

The advertised cost of immigrant tickets from the Atlantic seaports to Victoria is from 80 to 90 dollars (£16 8s. 9d. and £18 9s. 10d. stg.) The immigrant will have to furnish himself with provisions on the railway.

For crossing the Atlantic from any port in the United Kingdom to Quebec or Halifax, emigrants would be able to obtain the Government assisted tickets of £4 0s. 0d. for labourers or general workmen, and £3 0s. 0d. for agricultural labourers and their families and female domestic servants. These are the rates per ocean adult, which is fixed at 12 years. Under 12 years and over 1, the rate is £2 0s. 0d. and for infants, under a year old, the rate is 10s. 6d. each. The ordinary unassisted rate of emigrant ocean passage is £6 6s. stg.

As far as possible, "Through Tickets" should be purchased. On the American transcontinental railway, from the Missouri River to the Pacific coast, sleeping cars are provided, without extra charge; but passengers have to furnish their own bedding and blankets.

It should be remembered that the fares quoted are the present advertised prices. These of course may change, and it is therefore better that application should be made to the authorized agents.

One hundred pounds weight of baggage is allowed to each adult on the railway, from Chicago to San Francisco, and one hundred and fifty pounds weight on the steamer from San Francisco to Victoria, this being the same as on the eastern railways.

The mail steamers leave San Francisco for Victoria on the 10th, 20th and 30th of each month.

On arriving at Victoria the Immigration Agents of both the Dominion and Provincial Governments will furnish information with regard to lands, rates of wages, routes, where employment can be found.

Chapter XV.—INFORMATION AND ADVICE FOR INTENDING EMIGRANTS.

In Chapter XII. of this pamphlet the classes of persons who may, with confidence, be advised to go to British Columbia, have been indicated; and in Chapter XIV., the principal facts have been given in relation to the important question of routes and communications. There are, however, some further important points which intending emigrants will do well to consider.

Lists of Agents of the Department of Agriculture, that is, of the department of the Canadian Government specially charged with the subject of immigration, will be found on the inside of the last cover of this pamphlet, and it cannot be, at every step, too strongly impressed on the mind of the intending emigrant, that the first thing he should do, as well before he starts from home as after his arrival in Canada, is to consult the Government agents. He may do so, either by letter, or, if convenient, personally. These agents are all responsible to the Canadian Government for the advice and information they give, and are charged to use the utmost carefulness in giving either. They are especially charged not to mislead emigrants by any exaggerations. They are all reliable men, and their statements may be received with perfect confidence. Their advice should always be taken instead of that of irresponsible persons.

These remarks apply to all persons intending to emigrate to any part of Canada. Those going to British Columbia should, immediately on landing at Victoria, put themselves in communication with Mr. R. H. Smith, the Dominion Immigration Agent for that province, who will generally be in attendance on the arrival of the steamers. If the immigrant have any complaints of any kind to make, he should at once address himself to this officer. If any baggage should be lost or left on the route, a full description of it should be immediately left with him, and he will at once enter into correspondence with the officers of the transportation companies to recover it. He will further give to the immigrant general information regarding the places or districts where employment may be found, rates of wages, routes of travel, distances, expenses of conveyance, etc., and he will receive and forward letters and remittances from settlers to friends at home, or from their friends to settlers.

He will also give information regarding the districts in which land may be most easily obtained for homesteads, or where farms may be bought. His duty is thus to be a disinterested and faithful friend to the immigrant, under his responsibility to the Government of Canada.

The Provincial Government of British Columbia has also intimated in a formal despatch to the Dominion Government at Ottawa, its willingness and intention to supplement the agency of the Dominion Government by Provincial Agencies, in order to insure to immigrants on their arrival the necessary assistance and the fullest possible guidance, so as to prevent as far as possible any of those mistakes to which settlers, on first entering a new country may be liable.

Immigrants on their arrival may give their confidence to the Provincial agents in the same manner as to the agents of the General Government. It is well to caution them against giving implicit confidence to any statements made, or advice offered to them by mere hangers on who are sometimes found about the stations or landing places on the arrival of parties of immigrants. Until the immigrant has been a sufficient time in the new country to learn its ways, he should look very closely at the motives or interests of those persons who offer transactions or advice, and not accept them without consulting the responsible officers.

If any further information should be desired by the immigrant which he cannot obtain on the spot; or should he desire to make any statements, he can write directly to the General Government at Ottawa, addressing his letters to the "Secretary of Department of Agriculture, Ottawa," and he will receive due attention. Letters addressed as above are post free, and may be simply dropped in the post office without stamps.

The Ocean Voyage.

All emigrants from the United Kingdom and the Continent of Europe, with scarcely any exceptions, now cross the Ocean in steamships. These are in every way better for the service than sailing vessels, as the passage is made in eight or ten days.

A certain number of feet of space is prescribed by law for each passenger, so that even in the most crowded or busiest times there can be no overcrowding, or such crowding as would be injurious to the health of the passengers. Good food is amply supplied and there is always a medical man on board in case of illness, when medicines and medical comforts are provided. The steamships are in all cases inspected by officers of the Imperial Parliament before the departure of the steamship, to ensure the carrying out of the provisions of the Passengers' Act.

The steamship owners are, however, as a rule, sufficiently alive to the conditions necessary to secure the comfort and well-being of their passengers, in order to continue to deserve public support, it being certain that those whom they have carried will send reports to their friends. From all this care and interest it follows, there is now very seldom room for any reasonable complaints. The old ship diseases which were so common and so disastrous under the old system are now almost unknown.

The laws passed by the Canadian Parliament contain strict provisions for the protection of immigrants, and severe penalties are imposed for all attempts to deceive or defraud them.

On landing at a Canadian port, all immigrants will be visited by a medical officer of the Government, called the Inspecting Physician, and any who may be ill will receive medical treatment, and all necessary medicines and comforts will be provided.

The days of sailing of the steamships, and the rates of passage—cabin, intermediate and steerage—will be found by the intending emigrant in the handbills or advertisements now so very generally published. It may here be particularly pointed out, that the most favourable rates of assisted passages are offered to female domestic servants and families of agricultural labourers. Assisted passages are, however, afforded to other labourers and certain classes of mechanics and agriculturists. The Government assisted passage, as regards the former class, is less than half of the ordinary advertised rates of steerage passage. The assisted passages are confined to the steerage, and do not apply to either the intermediate or saloon passage. Application should be made to any Government Agent to obtain information respecting the rates of assisted passages and the conditions necessary to obtain them.

The saloon passage includes all provisions and stateroom. The intermediate passage includes provisions, beds, bedding, and all necessary utensils. The steerage includes a plentiful supply of cooked provisions, but steerage passengers must provide their own beds and bedding, and eating and drinking tins. The outfit for a steerage passage is as follows:—1 mattress, 1s. 8d.; 1 pillow, 6d.; 1 blanket, 3s. 6d.; 1 water can, 9d.; 1 quart mug, 3d.; 1 tin plate, 3d.; 1 wash basin, 9d.; 1 knife and fork, 6d.; 2 spoons, 2d.; 1 pound marine soap, 6d.; 1 towel, 8d.; total, 9s. 6d. The whole of these articles can be obtained of any outfitter in Liverpool at one minute's notice.

These articles may now, however, be hired at a merely nominal rate from some or all of the steamship companies.

All children above the age of twelve years are considered ocean adults, and charged full price. All children under twelve, and over one year old, are charged half-price; infants in arms being charged 10s. 6d. stg. Children, under the ocean adult age, have special rates made for them in the assisted passages of the Canadian Government.

The steerage passengers being so well provided with food on the steamships of the principal lines, need not think of providing themselves with any kind of provision. If they should be sick, they will be attended to by the ship's doctor, and supplied with medical comforts.

During the Passage.

As soon as the emigrant gets on board the steamship he should make himself acquainted with the rules he is expected to obey whilst at sea. These are generally printed and hung up in the steerage. He should do his best to carry them out; to be well-behaved, and to keep himself clean. He will thus add not only to his own health and comfort, but to that of those around him. If he should have any grievance or real cause of complaint during the passage, he should, of course, make it known to the Captain, who will naturally seek to have justice done, as well for his own interest as for that of his ship and his employers. But if for any reason there should be a failure in this, the immigrant should make his complaint to the Government agent immediately upon landing, while the ship is in port.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation in the better class of steamers; a necessary precaution where large numbers of both sexes are carried within a limited space.

Luggage.

On all the steamship bills the passenger will find stated how many cubic feet of luggage he can take with him on board the steamship. Cabin passengers are allowed 20 cubic feet, intermediate passengers 15 feet, and steerage passengers 10 cubic feet of luggage free. Ten cubic feet, however, may be a much larger amount of luggage than will be allowed by the railways after landing.

It has been already stated in this pamphlet that the weight of luggage allowed each immigrant on the railway crossing the continent to San Francisco is limited to 100 lbs., and any excess over this weight will have to be paid for at very high rates. It is therefore highly important that the emigrant before leaving home to take the long journey to British Columbia should not be encumbered with any heavy or lumbering things. In fact, if he starts with the intention of crossing the continent he should see his luggage weighed before leaving and not allow the weight to exceed one hundred pounds.

It may be here explained that the Canadian railways are, in general, very liberal in the weight of immigrants' luggage they carry. The advertised limit per adult, however, is 150 lbs., and this seems to be the weight generally allowed for immigrants by the railways of North America, the exception being the railway across the continent from the point of Chicago to San Francisco. This railway has a very long distance to carry, and some very heavy grades, therefore every pound of weight is an object.

On all boxes, trunks or other luggage every passenger should have plainly written or printed his name and destination.

All heavy luggage and boxes are stowed away in the hold of the steamship, but the emigrant should put in a separate and small package the things he will require for use on the voyage. These he should keep by him and take into his berth.

Emigrants sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on shipboard. It is then perfectly safe. Upon arrival at Quebec or Halifax it will be passed by the Customs officers and put into what is called the "baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece similarly numbered is given to the passenger to keep until his destination is reached. The Railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience.

After seeing his luggage marked as passed by the Custom House officer, the immigrant should see that it goes on the same train with him, and if he is going to cross the Continent *via* San Francisco, there to take the steamer for Victoria, he should also see that his luggage is passed by the United States Custom House officer at Port Huron, and that it is on the train with him when he leaves that point. Many immigrants have suffered great inconvenience by the detention of luggage at this point, and too much care, therefore, cannot be taken to see that all is right.

It may happen if a party of emigrants are going together, that their luggage may be bonded through, and in this event, a great deal of trouble may be avoided. After the year 1885, however, when the Canadian Pacific Railway will be opened through to the Pacific ocean, all this trouble will be saved.

What to Take.

Emigrants should take with them good supplies of wearing apparel both woollen cotton and linen, and also articles of household use of these materials within the limit of the hundred pounds weight, which can be carried on the trans-continental railway. But articles of household furniture, such as crockery, stoves or articles of hardware, should, generally speaking, be left behind or sold, as they would not be worth the carriage on the long journey to British Columbia, and would, besides, cause a great deal of trouble as well as expense.

Agricultural labourers should not bring any of their tools with them, as these can be easily got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics and artisans will of course take with them special tools for special trades, or pursuits, but they must consider that good tools can be bought in Canada, at reasonable prices, and also the question of weight over the 100 lbs., so as to be certain that they will be worth after they arrive what it will cost to carry them. Generally speaking, an emigrant is better with money to buy what tools he requires after he arrives than he would be hampered with heavy baggage.

The prices at which many tools and implements can be obtained in British Columbia are given in a previous page of this pamphlet.

Money.

It may be explained that the denominations of money in Canada are Dollars and Cents, although the denominations of Pounds, Shillings and Pence are legal. But the system of Dollars and Cents being decimal, is much more convenient than Pounds, Shillings and Pence; and, moreover, being in use all over the continent of America, that nomenclature is used in this publication. A comparison with sterling is subjoined, which will at once enable the reader to understand in sterling, values stated in dollars and cents:—

Sterling into Dollars and Cents.	$ cts.
½*d.* sterling is	0 01
1*d.* " "	0 02
1*s.* " "	0 24
£1 " "	4 87

Dollars and Cents into Sterling.	£	*s.*	*d.*
1 cent is	0	0	0½
1 dollar is	0	4	1½
4 dollars are	0	16	5½
5 " "	1	0	6½

For small change, the half-penny sterling is 1 cent; and the penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures, the Pound sterling may be counted at 5 Dollars. This sign $ is used to indicate the dollar.

The money used in Canada consists of bank bills, gold and silver coins, and bronze in single cents. The bank bills are instantly convertible into gold; and from the confidence they everywhere command, practically displace gold from the circulation, being more portable and easily handled.

Rates of Postage.

The rate of letter postage is 3 cents (1½d.) per half ounce, prepaid, between post offices in Canada. The postage for letters between Canada and the United Kingdom is 5 cts. (2½d.) Postal Cards can be sent between Canada and the United Kingdom for 2 cts. (1d. stg.)

The newspaper postage in Canada is merely nominal; and there is a parcel, sample, and book post, at a cheap rate, which are found very useful.

Money Orders.

The money order system in operation is similar to that of England. All Money Order Offices are authorized to draw on each other for any sum up to one hundred dollars; and any applicant may receive as many one hundred dollar orders as he may require. An order for $4 is sent for 2 cents; $10 for 5 cents, and so on.

Telegraphic Messages.

The Telegraph is also very general. The usual charge is 25 cents for a message of ten words.

CANADIAN GOVERNMENT AGENCIES.

ALL persons desirous of obtaining information, whether of Rates of Passage, or otherwise pertaining to Canada, can make application to the following Agents:—

IN THE UNITED KINGDOM.

LONDON....Sir Charles Tupper, K.C.M.G., &c., High Commissioner for the Dominion, 10 Victoria Chambers, London, S. W.
Mr. J. Colmer, Secretary, High Commissioner's Office (address as above)
LIVERPOOL Mr. John Dyke, 15 Water Street.
GLASGOW...Mr. Thomas Graham, 40 St. Enoch Square.
BELFAST....Mr. Charles Fox, 29 Victoria Place.
DUBLIN.....Mr. Thomas Connolly, Northumberland House.
BRISTOL ....Mr. J. W. Down, Bath Bridge.

CANADA.

IN THE OLD PROVINCES.

QUEBEC.....Mr. L. Stafford, Point Levis, Quebec.
TORONTO....Mr. J. A. Donaldson, Strachan Avenue, Toronto, Ontario.
OTTAWA.....Mr. W. J. Wills, Wellington Street, Ottawa, Ontario.
MONTREAL..Mr. J. J. Daley, Bonaventure Street, Montreal, Province of Quebec.
KINGSTON...Mr. R. Macpherson, William Street, Kingston, Ontario.
HAMILTON..Mr. John Smith, Great Western Railway Station, Hamilton, Ontario.
LONDON.....Mr. A. G. Smyth, London, Ontario.
HALIFAX....Mr. E. Clay, Halifax, Nova Scotia.
ST. JOHN....Mr. S. Gardner, St. John, New Brunswick.

IN MANITOBA AND THE NORTH-WEST.

WINNIPEG...Mr. W. C. B. Grahame (Mr. H. J. Maas, German Assistant), Winnipeg, Manitoba.
EMERSON....Mr. J. E. Tetu, Railway Station, Emerson, Manitoba.
BRANDON...Mr. Thos. Bennet (Mr. Julius Eisenhard, German Assistant), Office at the Railway Station.
QU'APPELLE, N.W.T....Mr. A. J. Baker, Troy, Qu'Appelle.

IN BRITISH COLUMBIA.

VICTORIA.....Mr. R. H. Smith.